



Hongkong Daily Press.

ESTABLISHED 1857.

Registered as a Newspaper at the General Post Office in the United Kingdom.

The Price of Eye Strain
IS BLURRED AND MISTY SIGHTING,
HEADACHES,
AND ALL HEALTH GENERAL
WEAR SUITABLE GLASSES
N. LAZARUS
OPHTHALMIC OPTICIAN,
25, Queen's Road Central, HONGKONG.

No. 19,849.

號九十四百三千九萬一第

日九拾月四年申庚

HONGKONG, SATURDAY, JUNE 5th, 1920

陸拜禮

號五月六年九國民華中

PRICE, \$3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 375 lbs net.
In Bags 250 lbs net.
SHEWAN, TOMES & CO.,
General Managers.

NOTICE.

Owing to the constant rise in first costs and the fall in exchange we are obliged to reduce our discounts to customers to Five per cent.

CALDBECK,

MACGREGOR & CO.
LIMITED.

14, QUEEN'S ROAD CENTRAL.
Telephone No. 75.

CARTRIDGES! CARTRIDGES!
CARTRIDGES!

NEWLY ARRIVED.
SPORTING CARTRIDGES,
12 10 and 20 bore. Loaded with E. O. Powder, a powder which gives universal satisfaction.
THE HONGKONG SPORTING ARMS AND AMMUNITION STORE,
Nos. 6-8, Beaconsfield Arcade.

A LING & CO.

19, QUEEN'S ROAD CENTRAL, Hongkong.

FURNITURE AND PHOTO GOODS
STORE
GLASS ENGRAVING, SIGN-BOARD AND MIRROR MAKING
CANTON MARBLES IN VARIOUS SHADES
Photographic Goods of Every Description in Stock
DEVELOPING PRINTING AND ENLARGING UNDERTAKERS.
TELEPHONE 1212.

PEAK TRAMWAY COMPANY LIMITED.

TIME-TABLE

WEEK DAYS	
7.00 a.m. to 8.00 a.m.	Every 15 minutes
8.00 " to 9.30 " "	10 "
9.30 " to 11.00 " "	15 "
11.30 " to 12.30 p.m.	10 "
12.30 p.m. to 2.30 " "	15 "
2.30 " to 5.00 " "	15 "
5.00 " to 8.00 " "	10 "
NIGHT CARS	
8.50 p.m., 9.00 p.m., 9.20 p.m.	
9.30 p.m. to 11.30 p.m.	Every 30 minutes
11.45 p.m.	
SATURDAY	
Extra Car - 12.00 Midnight.	
SUNDAY	
7.30 a.m.	
8.00 " to 10.30 a.m.	Every 15 minutes
10.30 " to 11.00 a.m.	10 "
11.30 " to 12.00 noon	15 "
12.00 noon to 1.00 p.m.	10 "
1.00 p.m. to 5.30 " "	15 "
5.30 " to 6.00 " "	10 "
6.00 " to 8.30 " "	15 "
8.30 " to 8.00 " "	10 "
NIGHT CARS	
As on Week Days.	

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.
Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Comptroller Order representing Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME TABLE.

On and after THURSDAY, April 22nd, 1920, until further Notice.
(All previous Time Tables cancelled.)

DOWN TRAINS

Stations	No. 1 Local	No. 2 Through	No. 3 Local	No. 4 Through	No. 5 Local	No. 6 Through	No. 7 Local	No. 8 Through	No. 9 Local	No. 10 Through	No. 11 Local	No. 12 Through
CANTON (Chai Sha Tsau) dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	1.00
Shum Chun dep.	7.37	8.07	8.37	9.07	9.37	10.07	10.37	11.07	11.37	12.07	12.37	1.07
Shinghai dep.	7.43	8.13	8.43	9.13	9.43	10.13	10.43	11.13	11.43	12.13	12.43	1.13
Yau Ma Tei dep.	7.49	8.19	8.49	9.19	9.49	10.19	10.49	11.19	11.49	12.19	12.49	1.19
Tai Po Market dep.	7.55	8.25	8.55	9.25	9.55	10.25	10.55	11.25	11.55	12.25	12.55	1.25
Tai Po dep.	8.01	8.31	9.01	9.31	10.01	10.31	11.01	11.31	12.01	12.31	1.01	1.31
Shinghai dep.	8.07	8.37	9.07	9.37	10.07	10.37	11.07	11.37	12.07	12.37	1.07	1.37
Yau Ma Tei dep.	8.13	8.43	9.13	9.43	10.13	10.43	11.13	11.43	12.13	12.43	1.13	1.43
Shum Chun dep.	8.19	8.49	9.19	9.49	10.19	10.49	11.19	11.49	12.19	12.49	1.19	1.49
CANTON (Chai Sha Tsau) arr.	8.25	8.55	9.25	9.55	10.25	10.55	11.25	11.55	12.25	12.55	1.05	1.55

UP TRAINS

Stations	No. 1 Local	No. 2 Through	No. 3 Local	No. 4 Through	No. 5 Local	No. 6 Through	No. 7 Local	No. 8 Through	No. 9 Local	No. 10 Through	No. 11 Local	No. 12 Through
Shum Chun dep.	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	1.00
Shinghai dep.	7.37	8.07	8.37	9.07	9.37	10.07	10.37	11.07	11.37	12.07	12.37	1.07
Yau Ma Tei dep.	7.43	8.13	8.43	9.13	9.43	10.13	10.43	11.13	11.43	12.13	12.43	1.13
Tai Po Market dep.	7.49	8.19	8.49	9.19	9.49	10.19	10.49	11.19	11.49	12.19	12.49	1.19
Tai Po dep.	7.55	8.25	8.55	9.25	9.55	10.25	10.55	11.25	11.55	12.25	12.55	1.25
Shinghai dep.	8.01	8.31	9.01	9.31	10.01	10.31	11.01	11.31	12.01	12.31	1.01	1.31
Yau Ma Tei dep.	8.07	8.37	9.07	9.37	10.07	10.37	11.07	11.37	12.07	12.37	1.07	1.37
Shum Chun dep.	8.13	8.43	9.13	9.43	10.13	10.43	11.13	11.43	12.13	12.43	1.13	1.43
CANTON (Chai Sha Tsau) arr.	8.19	8.49	9.19	9.49	10.19	10.49	11.19	11.49	12.19	12.49	1.19	1.49

* Will stop at Tai Po and Shinghai for First-Class Passengers on Notice being given to the guard.

NOTICE TO PASSENGERS.

The Railway Administration does not guarantee that the ferries mentioned in this table will connect with the trains as shown.

SHEAU KOK BRANCH

Local	Through	Local	Through	Local	Through	Local	Through
Fauling dep. 8.50	12.00	2.20	6.00	Shau Kok dep. 7.05	10.20	1.05	5.10
Shau Kok arr. 9.45	12.55	8.15	6.55	Fauling arr. 8.00	11.15	2.10	5.55

H. P. WINSLOW, Manager.

MITSUBISHI ZOSEN KAISHA, LTD.

(EX MITSUBISHI DOCKYARD & ENGINE WORKS).

A1, A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Centrifugal Condensers, Special Machinery, Bronze Castings,
Parson's Steam Turbines and Turbo-Alternators, &c. &c.

NAGASAKI WORKS.

TELEGRAPHIC ADDRESS: "DOCK" NAGASAKI

GRAVING DOCKS AND PATENT SLIP.

	Dock No. 1	Dock No. 2	Dock No. 3
Length on Keel Blocks	510 feet	250 feet	714 feet
Breadth at Entrance on bottom	77 "	53 "	83 "
Water on Blocks at Spring Tide	28 "	24 "	34 "
PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.			
Two Floating Cranes of 60 and 40 tons each, besides 180 tons Giant Crane.			

KOBE WORKS.

TELEGRAPHIC ADDRESS: "DOCK" KOBE

FLOATING DOCKS

	No. 1	No. 2	No. 3
Lifting Power	7,700 tons	12,000 tons	14,000 tons
Max. Length of Ship taken	480 feet	580 feet	470 feet
Max. Breadth of Ship taken	68 "	68 "	88 "
Max. Draft of Ship taken	28 "	28 "	30 "
Floating Crane of 40 tons weight, besides 100 Tripod Cranes			

HIKOSHIMA WORKS (Near Shimonoeki).

TELEGRAPHIC ADDRESS: "DOCK" SHIMONOEKI

GRAVING DOCK

Length on Keel	323 feet 6 inch.
Breadth at Entrance on bottom	56 " 0 "
Depth of Water or Blocks at Spring Tide	25 " 0 "
Floating Crane capable of lifting 30 tons weight	

THE NAGASAKI, KOBE & HIKOSHIMA DOCKYARDS are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.
Any Order will be promptly attended to and Estimate sent on application.

KAIPING COAL

FOR ALL

INDUSTRIAL AND HOUSEHOLD PURPOSES

FOUNDRY AND SMELTING COKE

FIREBRICK AND FIRECLAY

FOR ALL INFORMATION APPLY TO

DODWELL & CO., LTD., QUEEN'S BUILDINGS, HONGKONG, OR

KAILAN MINING ADMINISTRATION

TIENTSIN, NORTH CHINA.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINK.

To Macao—Daily at 5 p.m. During the docking of s.s. "SUIAN" there will be no sailing to Macao at 5 a.m., and from Macao at 2 p.m.
From Macao—Daily at 8.30 a.m.
Police permits to leave the Colony are not required.
Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. THOS. COOK AND SON, Booking Agents, Hongkong.

NOTICE TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"KWAIRANG"

has arrived from the above ports. Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, where delivery from the wharf delivery may be obtained. Goods not cleared by the 8th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized. No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers, Hongkong, June 2nd, 1920. [1014]

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PAIFIC MAIL STEAMSHIP CO., As Operators, U.S. Shipping Board, Hongkong, June 1st, 1920. 1005

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 8 hours before arrival of the Steamer. Goods not cleared within 5 days, including date of arrival, will be subject to rent. No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAY and TUESDAY.

All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

MACKINNON, MACKENZIE & CO., Agents, Hongkong, June 2nd, 1920. [1020]

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

The Steamship "BENVOLICH"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 14th inst., or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 10 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents, Hongkong, June 1st, 1920. [1006]

FRENCH LESSONS
G. MOUSSON,

15, Morrison Hill Road.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

S.S. "EASTERN MERCHANT"

VOY OUT.

FROM SAN FRANCISCO, via HONOLULU YOKOHAMA AND KOBE.

THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of cargo are hereby informed that their Cargo will be landed at their risk into the Pacific Mail Steamship Company's Godowns at West Point and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on June 6th at 10 A.M., and June 7th, at 10 A.M.

All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized. No claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after June 7th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PAIFIC MAIL STEAMSHIP CO., As Operators, U.S. Shipping Board, Hongkong, June 1st, 1920. 1005

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and Delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions have been given to the contrary 8 hours before arrival of the Steamer. Goods not cleared within 5 days, including date of arrival, will be subject to rent. No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAY and TUESDAY.

All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

MACKINNON, MACKENZIE & CO., Agents, Hongkong, June 2nd, 1920. [1020]

JUST ARRIVED

A CONSIGNMENT OF

MESSRS. SHANKS & CO., LTD.

SHIPS CLOSET

BALTIC

PACIFIC

MEDITERRANEAN

ABOVE AND BELOW WATER LINE.

C. E. WARREN & Co., Ltd.,

20 & 22, Des Voeux Road Central, Hongkong, Established 1900. [531]

HOTELS

THE HONGKONG HOTEL

CO., LTD.

OPERATING—

THE HONGKONG HOTEL

HOTEL MANSIONS.

THE REPULSE BAY HOTEL

J. H. TAGGART, Manager.

KING EDWARD HOTEL.

CENTRAL LOCATION.

ELECTRIC LIGHTS AND LIGHTING.

TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS.

Telephone No. 373, Tel. Address: "VICTORIA."

J. WITCHELL, Manager.

THE PEAK HOTEL.

1,500 feet above sea level.

15 minutes from landing stage

Under of the Management

MRS. BLAIR.

THE VICTORIA HOTEL.

CANTON.

Situated on the British Concession, Shamien

The only European Hotel in Canton.

Guides and Chairs provided.

Every information and special attention given to Tourists.

Reasonable Rates.

Under the personal Management of

WM. FARMER, Proprietor.

MITSUB

PALACE HOTEL, KOWLOON.
Corner of Haiphong & Hankow Roads.
Tel. 2-4. Tel. Address: Palace.

TWILIGHT from Ferry and Railway station. This Hotel which has just been completely renovated and refurnished is now up-to-date in every respect and under English Management.
Cuisine under personal supervision of the Proprietor.
BAR AND BILLIARD ROOMS.
SPRINGS MODERATE.
Special Arrangement for Families on Application to—
J. H. OXBERRY, Proprietor.

DAIRY FARM NEWS.

Received new shipments of

LAMB, MUTTON, BEEF, RABBITS, HARES etc., etc.

from Australia

KIPPERS, FINNAN HADDOCKS, FILLET HADDOCKS.

Direct from the Scottish Fisheries.

HAM 60 cents per lb.
BACON IN RASHERS 60

THE DAIRY FARM & ICE COLD STORAGE CO. LTD. [55]

WE HAVE

Great Varieties of used and unused

POSTAGE STAMPS

Single, Sets, Packets, Bags, and

On Approval Books

FOR COLLECTIONS.
GRACE & CO.

Dealers in Postage Stamps, Post Cards, News, Toys, &c., &c.

No. 10, WYNDHAM STREET, HONGKONG.

P.O. Box 620. [60]

Corn Comes Off In One Piece

"Geta-It" Leaves Toe As Smooth As the Palm of Your Hand.

There is only one corn remedy in the world that peels corns and calluses off like a banana skin, and that is "Geta-It". For those who walk and stand a great deal, for



Put 2 drops of "Geta-It" on, and smile!

shoppers and dancers, there is immediate relief from corn pain, and a quick end for any corn or callus. "Geta-It" is applied in two or three seconds. There is no work, no troublesome plasters, no wrapping of toes. "Geta-It" dries in a second or two. That is all. As easy to do as signing your name. The corn loosens from the true flesh and you feel it right off with your fingers while you wonder at the sight and smile. That is why "Geta-It" is the biggest selling corn-remedy in the world today. Be corn-free at last. "Geta-It" the guaranteed, money-back corn-remover, the only sure way, costs but a trifle at all chemists and stores. M'd by E. Lawrence & Co., Chicago, U. S. A.



Obtainable from all Chemists and Stores or MULLER & PHIPPS (ASIA), Ltd., Prince's Bldg., Hongkong.

SEAMEN'S INSTITUTE.

21, PRAYA EAST, HONGKONG.

FOR the use of all Men of the Mercantile Marine and H.M. Navy.

Reading and Writing Rooms, Billiard Room, Officers' Room, G.P.O.'s Room, Restaurant, Concert Hall, Church.

Private Cabins and beds in Dormitories Motor Launch "Dayspring." [78]

ILLEGITIMATE CHILDREN. THE NEW MEASURE TO ENSURE MAINTENANCE

Details of Mr. Neville Chamberlain's Bill to amend the bastardy laws, mainly in the interests of the illegitimate child and also in favour of the mother, have been issued. It is backed by Lord Henry Bentinck, Mr. George Thorne, and Captain Leach. The Bill adopts the reform suggested recently by Mr. Justice McCardie, and legitimises children whose parents have afterwards married.

The Bill begins by requiring, on the registration of the birth of an illegitimate child, the filing up of a special form by the mother or other person responsible for the registration, in which the name of the alleged father of the child has to be stated, and whether he has admitted paternity, and if so, to whom. The names of witnesses proving facts relating to the paternity are also asked for.

The registrar of births is to give, within seven days afterwards, a notice on the alleged father, requiring him to state whether he admits paternity, and, if he does, what provision, if any, he is willing to make for the maintenance of the child, and whether he wishes to enter into a special agreement to be filed as an order of the Court. A reply must be made within eight days.

If the alleged father's offer is approved by two justices, it will be incorporated in an order. If it is not approved, or if the alleged father denies paternity, the clerk to the justices, or a collecting officer, specially appointed, will take proceedings under the existing law. No compromise, dismissal by consent, or withdrawal of any proceedings shall be binding without the approval of the justices, after hearing the collecting officer.

A summons may be served on the alleged father before the birth of the child, and if he then admits paternity, an order may be made forthwith, providing for weekly payments towards the support of the applicant until her confinement, and for its reasonable expenses. If the paternity in such a case is denied, the matter must be adjourned, but if after the birth the defendant is adjudged to be the putative father, the Court may order him to pay all the sums he would have been liable to in the first instance.

MAXIMUM ORDER 40s.
The maximum order which may be made against a father formerly to a week is increased to 40s. in the Bill. If the mother has means and is not providing suitable maintenance for the child, she may be called upon by the collecting officer to do so, and failing this she, too, may be ordered by the justices to contribute a sum not exceeding 40s. a week in addition to any sums contributed by the father.

It is also proposed that proceedings may be instituted by a married woman in respect of an illegitimate child, and the marriage of the mother to another man is not to prevent the institution of affiliation proceedings against the alleged father of such a child.

(Continued at foot of next column.)

A MOTHER'S PLUCK. STORY OF A FOUR HOURS ATTACK ON BARRACKS.

The plucky conduct of an Irish police sergeant's wife is described in a communication issued by the Irish Office.

On a recent occasion, it is stated, a police patrol discovered that a party of about 200 Irish Volunteers were concentrating for an attack on a Royal Irish Constabulary Barrack, and the patrol returned to barracks and gave the alarm. At the time of the attack, which commenced about 11 p.m., the sergeant's wife and her three children were in barracks. The children were in bed, and the mother told them that a raid was coming off, and that their father said they must be brave, and not make any noise. She pushed the bed into the safest part of the room, and lay down beside the children to give them courage and keep them quiet.

UNDER FIRE.

The room in which she and her children were lying was subjected to heavy gun and rifle fire. The window was shattered by bullets, and the broken glass fell over the bed and on the faces of the children. They kept perfectly quiet, except when the youngest child, a boy of five years, said, "Pray hard, mummy, that they won't get into the barracks." Around the base of the wall of the bed-room the raiders had placed 18 slabs of gun cotton, and the mother could distinctly hear the orders given to the attackers to carry out their work of blowing up the barracks. She could also see the flame which leaped up when the raiders saturated a cart load of hay with petrol, and set it alight against the gable of her bed-room.

WOULD-BE HELPERS THREATENED.

The attack lasted for almost four hours, and during all this time a constable was bombing and shooting from this room, and the noise was terrific. But she never lost her nerve, and managed to keep her children perfectly quiet, so that her husband and his men were able to give their whole attention to the defence of the barracks.

After the attack, owing to the shattered condition of the barracks, she tried to get shelter for herself and her children with a lady friend, but this lady received an anonymous threatening letter from "Barrack Headquarters." The Sinn Féiners are very bitter against this brave woman, as they say she should have tried to get her husband to surrender. She and her children have left the village and are staying temporarily with friends in another county.

Another provision is that the registrar of births shall notify the birth of every illegitimate child to the justices' clerk, and the mother or person having the care of such a child shall notify its full address within three months.

Every illegitimate child is to be a ward of the local Juvenile Court, and this Court may appoint a guardian for it, either in addition to its mother, or in substitution for her. Proceedings in these Courts are to be heard in camera.

KING'S BIRTHDAY.

FLYING

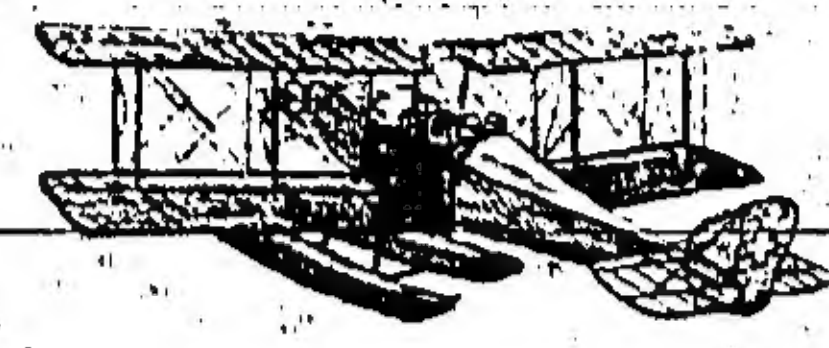
AT

REPULSE BAY

TO-DAY

(Saturday), June 5th,

Commencing 2.30



SAFETY: NO STUNTS.

The Macao Aerial Transport Company will give a demonstration, weather permitting, of plain and safe seaplane flying with—

FIVE MACHINES

at Repulse Bay on SATURDAY and SUNDAY commencing each day at 2.30 P.M.

Passengers will be carried for short flights. Silver medallions and certificates of "My First Flight" will at a later date be given to all who participate.

Booking is at THE HONGKONG HOTEL, Main Office, and at REPULSE BAY HOTEL, where particulars can be obtained on application.

C. E. W. RICOU, Managing Director. [982]

Hongkong, May 24th, 1920.

FAREWELL! OFF THE WORLD-FAMOUS

MARIE TEMPEST

Thursday, June 17th—"THE DUKE OF KILLICKRANKIE"
Friday, .. 18th—"THE MARRIAGE OF KITTY"
Saturday, .. 19th—"OUTCAST."

BOOK AT MOUTRIE'S [1017]

**ACROSS THE ATLANTIC
ENGLAND TO AUSTRALIA
ROME TO TOKIO**

THE ROME-TOKYO FLIGHT LIKE ALL THE OTHER GREAT ACHIEVEMENTS IN AVIATION WAS ACCOMPLISHED THROUGHOUT ON "SHELL" AVIATION SPIRIT

THE SHELL LINES

FRESH CONSIGNMENT OF

Melachrino

Cigarettes

JUST UNPACKED

These Cigarettes may be purchased Ex. Bond for shipment.

TABAQUERIA FILIPINA,

10, DES VŒUX ROAD, CENTRAL.

HONGKONG.

ENGLISH SOCIALISTS. LENIN'S TERMS REJECTED. LIQUOR PROHIBITION VOTE.

Some very pointed language was used when the Independent Labour party, at its conference in Glasgow on April 8th, resumed the discussion on the question of whether it should support the Second (Geneva) or the Third (Moscow) International, and when, half-way through the morning session, a card vote was taken, it resulted in a decision to withdraw from the Geneva International. By a big majority, however, the conference rejected a proposal to affiliate immediately to the Moscow International, but endorsed the decision of the executive to invite the Swiss party to arrange for a consultation regarding the possibility of setting up one all-inclusive International for the purpose of formulating a basis for an International which would allow the national sections to adapt their policies to the differing political and industrial conditions in their various countries. To this was added a provision that, after the consultations and inquiries are completed, a special Independent Labour party conference shall be called to consider the report.

The decision was in the nature of a compromise, and was received with obvious satisfaction by prominent leaders of the party and members of the delegates. The majority of the delegates were in favour of severing the connection of the party with the Geneva International, which was described during the discussion as an "old" party. They were not willing, however, to commit themselves to affiliation with Moscow without a further investigation and more reliable facts and information. One of the amendments, standing in the name of Liverpool, and stating the resignation of the party from the National Administrative Council, in the event of the conference deciding to join the Moscow International, and provided for the election of a provisional council to carry on the business of the party until a special conference had been held. The defeat of the Moscow project rendered such a course unnecessary. Towards the close of the session there was an interesting debate on the question of liquor control, and although opinion was about equally divided, a resolution in favour of total prohibition was carried by quite a substantial majority.

The debate on the International was of a lively character. Speakers were frequently interrupted by delegates holding other views, and the chairman, Mr. Philip Snowden, at one stage rebuked them with the observation, "It is not necessary to be ill-mannered and offensive to be a Bolshevik."

ARMING THE PROLETARIAT.
Mr. George Benson (North Salford) said he was wholeheartedly in sympathy with linking up with "our Russian comrades." No International which failed to contain them would be a real International. (Cheers.) He was in favour of joining up with the German Independents and all other Left Wing Socialists in the world. The question was on what terms were they going to do it. It was not a question of whether they were prepared to defend the Socialist State by force, but of whether they agreed with the institution of a Socialist State by means of force. That was clear from the terms laid down in the invitation from Moscow. The Moscow authorities, they had been told, were not prepared to negotiate with the I.L.P., the reason given being that that party was not a physical force revolutionary party. If they were going to accept the terms Lenin and Trotsky had laid down they must accept them in the literal meaning of the words. In a letter signed by 150 members of the I.L.P. it was stated that one of the objects of the third International was the arming of the proletariat and the disarming of the bourgeoisie. Did the people who signed that mean what they said or not? (Voices: "Certainly, why not?")

Mr. Benson: Is joining the Third International I want them to do so with their eyes open. They have pledged themselves irrevocably to Socialism by armed revolution. (Cries of "No.") It means the arming of the working classes without exception. Are you in favour of putting rifles into the hands of every working man? Are you in favour of distributing bombs among blacklegs because they are working men? God help you! Are you in favour of arming the Labour Party? I suppose you will make Col. Will Thorne the military commissary.

Voice: He would not take the job.
"Some members of the party" said Mr. Benson: Do you suggest the social revolution is going to be helped by putting rifles and machine gun into the hands of the pot-house habitues who read "John Bull"? That is what the terms of the Third International lay down. If you do not believe in it do not litter your constitution by phrases which are meaningless, and which you will be compelled perpetually to repudiate. Are we going to become mouthpieces of phrases which we do not believe in and which are utterly alien to the conditions under which we are working in this country? Distribute your rifles, cried Mr. Benson, and I will tell you who will be the first thirty thousand victims; they will be the members of the Independent Labour Party. (Laughter and cheers.) Mr. Benson said he wanted their delegates to go to an international conference with free hands, unbound and unfettered, and with power to fashion a basis that would be all-embracing. (Cheers.)

Mr. E. Shirlwell (Glasgow) said they must be prepared, not by using arms necessarily, but by organising the workers in the workshops. Did they approve of that? (Cries of "Yes.") Then he asked them to get busy. (Cheers.) Some of them were up in them were up in the clouds expecting a revolution to be handed out to them on a silver salver. (Laughter.) Miss Jessie Stevens (London) said she was in favour of leaving the Geneva International, but opposed to joining Moscow without full facts and inquiry by the executive. It could not be said they knew all there was to know about the

(Continued at foot of next column.)

WHAT'S IN A NAME?

HON. AND GALLANT MEMBERS.

In the House of Commons, on April 28th, Mr. Palmer (Ind., The Wrekin) asked, with reference to a question which appeared on the paper in the name of Lieut.-Colonel Malone (C.L., Leyton, E.), whether it was accurate to describe as "hon. and gallant" a member of that House who had ceased to hold his Majesty's commission.

The Speaker: If he puts his name down as being Lieutenant-Colonel, the House would be entitled to call him "gallant."

Lieut.-Commander Kenworthy (L., Hull, Central): Is not an officer who has held a commission during the war and been in action on repeated occasions entitled to keep in this House the courtesy title of "gallant"?

The Speaker: If an hon. member describes himself in his question as being "Lieutenant-Colonel," presumably he is a Lieutenant-Colonel, and naturally the House would refer to him as "gallant." Whether he is entitled to that rank or not, I cannot say.

Lieut.-Commander Kenworthy, at the conclusion of questions, asked the Speaker whether there was any protection possible against questions being put by hon. members throwing doubts on the character and veracity of other hon. members. He referred particularly to the question put by Mr. Palmer with reference to the hon. and gallant member for East Leyton (Lieut.-Colonel Malone), who was not present.

Mr. Palmer said he put the question seriously, and without any intention of casting any reflection on the hon. member. Lieut.-Commander Kenworthy: Is not an officer who has been decorated for gallantry and wears the Military Cross entitled to be addressed as gallant?

Mr. MacVeagh (Nat., Down, S.): Inquired whether there were not four members on the Government bench who enjoyed military titles, not one of whom ever saw a shot fired. (Heard, heard and laughter.)

The Speaker: The last question seems to me quite irrelevant. I assumed the question put by Mr. Palmer was a bona-fide question, and I answered it accordingly. It is no part of my business to say whether an hon. member is entitled to describe himself as a captain, colonel, or commander, or anything else. That is entirely a matter of military, naval, and air discipline, and that must rest entirely with the authorities to whom he is or has been subject.

Mr. Devlin (Nat., Falls): Would it not considerably expedite the business of the House if we dropped all these expressions of hon. and right hon. and gallant, and called each other by our names? (Laughter.)

The Speaker: I think that would be very undesirable. (Cheers.) I think it very desirable that the courtesy implied in the prefixes used in this House for many centuries should be retained.

Soviet form of government and the constitution of the Third International. Some people imagined revolution was like a dose of castor oil—very unpleasant to take, but good for the constitution. What might be a good thing in Russia was not necessarily a good thing for Great Britain. She was surprised that conscientious objectors should support the idea of force to establish a Socialist State. She intended to be consistent, and if she were opposed to force on behalf of the capitalist class, she was equally against force to bring about a Socialist republic. (Cheers.) She was opposed to this "bloody revolution" which some of them talked about so glibly, because the women and children would be the first to suffer.

THE STRIKE WEAPON.
Mr. Clifford Allen (London) said he was not prepared to accept the interpretation of the Third International given by some exponents in the conference. They had done a great disservice to their own cause. He did not believe the method of armed revolution would serve the ideal of Socialism, but he admitted he was going through great mental agony with regard to that question. He was prepared to use the method of the strike. He could not condemn every method which might conceivably result in bloodshed. "You may write me down as much as you like a traitor to the thing I stood for during the war, but for God's sake," added Mr. Allen, "stop this stuffiness so far as Moscow is concerned and try honestly to find out what it is Moscow wants us to do." (Cheers.) The discussion was closed and the vote taken.

A delegate asked that they might hear a voice from Ireland.
The Chairman: "The only voice you will hear now is mine."

On a card vote the resolution to withdraw from the Geneva International was carried by 529 to 144. A further vote was taken and resulted as follows: For immediate affiliation to the Moscow International, 200; for consultation, inquiries, and a special conference on the question of establishing one all-inclusive International, 529. The Moscow proposal was therefore rejected in favour of a conference being called by the Swiss party.

On the motion of Mr. F. W. Jovett a resolution was carried on the machinery of government urging more representative government in national affairs.

A warm discussion took place on the drink traffic, and a motion strongly supported by Scottish delegates was carried on a card vote, in favour of the principle of total prohibition. The voting was: For, 269; against, 187. One Scottish delegate said he would rather march in the van of a cleaner civilisation with Pussfoot than take part in a Bacchanalian dance behind Pussfoot.

A motion for the nationalisation of the drink trade and the multiplication of retail distribution was defeated by 246 to 222.
Mr. Philip Snowden, on his retirement from the chairmanship, warned members not to be too much absorbed in matters of internal policy.
The conference then terminated.

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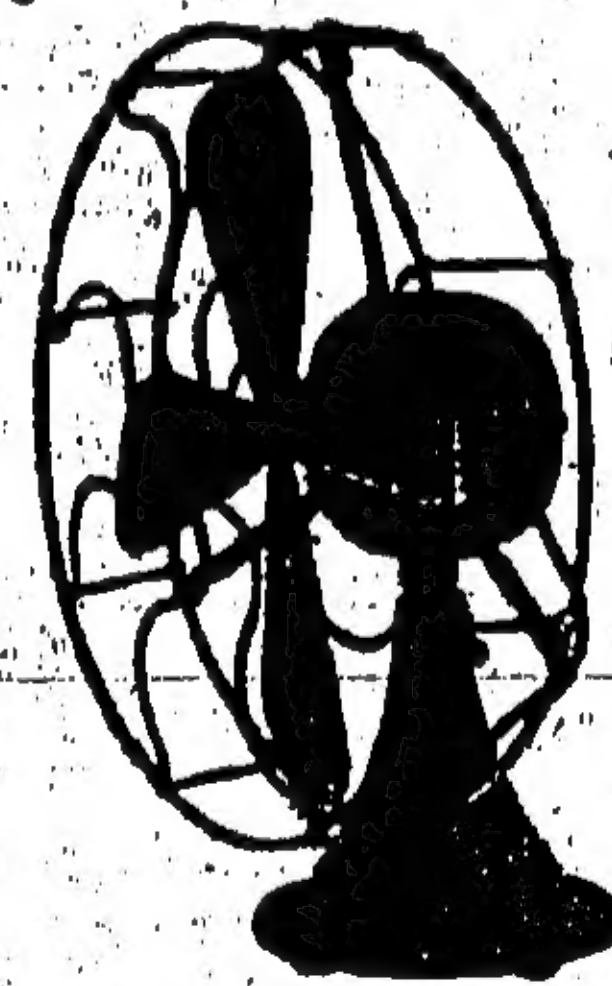
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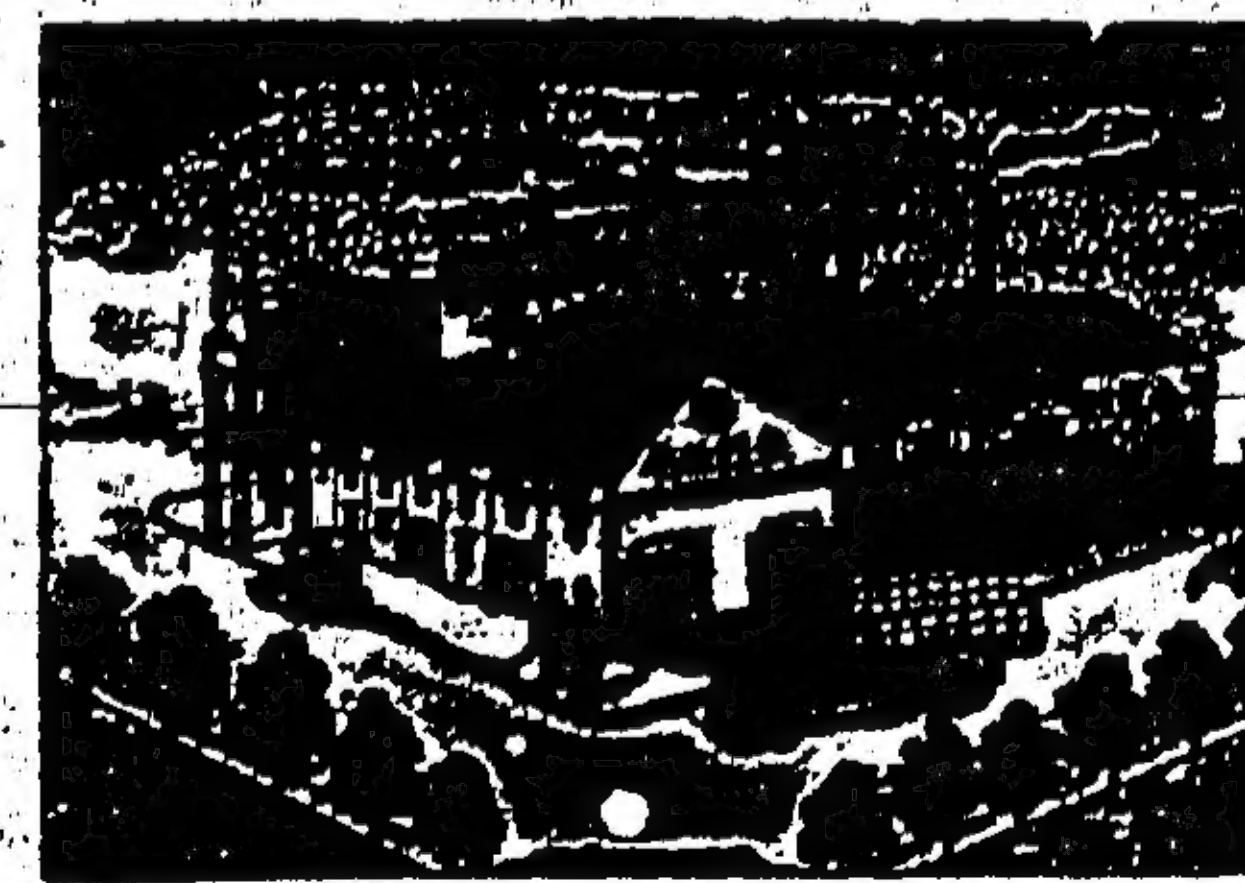
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MR. T. H. WHITEHEAD. RETIREMENT OF CHIEF MANAGER OF CHARTERED BANK.

[FROM A CORRESPONDENT.]

LONDON, April 29th.

Long before this reaches you, the official announcement will have been made of the retirement of Mr. T. H. Whitehead who has been for a good many years Senior Manager of the Chartered Bank of India, Australia and China. I met him in the City a few days ago looking the picture of health, and could scarcely believe he is on the verge of three score years and ten. It is certainly not on the score of health that he relinquishes the career of management of the great financial institution with which he has been connected for the long period of forty-six years, and his many friends in the Far East will I am sure join with those of us in the Mother Country in wishing him long years to enjoy the *otium cum dignitate* he so richly deserves.

When I arrived in Hongkong in the early 'nineties, the Colony was passing through a period of great financial stress. Wild-cat speculation had been followed by collapse and disaster to a great many respected citizens. Long-established firms of high standing fell and disappeared. Exceptional strain was laid upon the banking institutions of the Colony, and it was fortunate that the "Chartered" had at its head as manager in so critical times such a cool-headed, far-seeing expert as Mr. Whitehead. At that time, he was a bright star in the political firmament, and he continued to occupy a seat in the Legislative Council, and later, in the Executive Council, until his departure, in 1902 to participate in the management of the Bank's affairs in the Head Office in London.

Intensely patriotic, Mr. Whitehead was, nevertheless, a democrat of the democrats. He was, from the first, a strenuous advocate of reform in the Government of the Colony, an able and outspoken critic of the administration, and a fear not beloved of officialdom, though his unshaken probity and sterling personal qualities always commanded respect for any opinion he expressed. It was my privilege to work in close association with him; not perhaps always in harmony with his policy, nor his expression of it. But from this association, I was able to judge how much at heart he had the true welfare of the Colony and all its business and political interests, how little of self-seeking or personal aggrandisement. Had he chosen to tread the primrose path, his lot as a legislator might have been more pleasant; but he chose, otherwise, often playing "a lone hand," and that he earned the esteem and respect of his fellow citizens was amply demonstrated when he left the Colony for London. By none was he more highly respected than by the Chinese community, who have reason to be grateful to him to-day for the greater share they have in the administration of the affairs of the Colony. When he left Hongkong in 1902, he was entertained at a public banquet in the City Hall, and was made the recipient of a farewell address embroidered on a silk scroll, together with an allegorical piece of silver-plate—a massive statuette of Confucius—from the Chinese bankers and merchants of Hongkong and South China.

Though he began his foreign service in the Bank in India and spent a good many of his twenty-eight years abroad in the various branches from India to Japan, it was his good fortune to spend the major portion of it in the Farther East. There he met all the more prominent statesmen of China and Japan at a time when the Far East was making history. If he cared to do so, he could tell many interesting stories bearing upon historic episodes in which he played no unimportant part. He was always well informed on the inner affairs of China, when it was ruled so autocratically by the infamous Dowager-Empress. Few knew better than he did of the tortuous political movements of "the Powers" in those days when "the carving up" of the Middle Kingdom was one of the daily preoccupations of international statesmen. I have good reason to know that he rendered good service to the British Government in those days, service rendered willingly and patriotically which might well have received substantial recognition.

Of his services in the position of Commerce, I am not in a position to speak from personal knowledge, but so far as these came before the public eye they were marked at all times by that intense patriotism which has been one of his outstanding characteristics. He was an example of the saying that it is the busy man who finds time to do things. No public movement was complete without him, and his advice was always freely given on the various committees and public bodies with which he was connected. As a leading member of the China Association, he brought from Hongkong to London his store of intimate knowledge, which has been helpful to his colleagues on the Committee of the Association here.

He had given up running rifle shooting and rowing (at which he had won many trophies) when I first knew him, but he was ever a strong supporter of every form of the sporting spirit. He was Steward of the Hongkong Jockey Club and participated in the management of the annual race meetings at the Happy Valley. He was keen on his game of polo—as keen as your late Governor, Sir Henry May—and played a rattling good game at back for he was a good judge of a pony and took a pride in being well mounted. There was no road round the island in those days, but those who walked or rode might have met the subject of this letter making good use of the roads that then existed. I do not remember that he took any active part in the Volunteer Corps in Hongkong, but in earlier days, he was an enthusiastic volunteer, first in his native country, afterwards in the London Scottish (whose deeds at Mesina and elsewhere in the Great War have added lustre to the records of a famous corps), and later still with the Light Horse at Shanghai.

(Continued at foot of next column.)

THE PRINCE SERVED WITH A WRIT. DREAD SUMMONS WHICH LED TO A DUCKING.

Princes are rarely served with writs. That is one of the minor compensations of their rank.

The Prince of Wales, however, now possesses the original of the writ served on him by the High Court of King Neptune on board the *Neptune* just before he "crossed the line" for the first time.

A copy of the writ in blank has reached the *Daily Express*, and it reads as follows:—

By Command of His Majesty King Neptune.

To being a of H.M.S. RENOWN.

Whereas we have been informed of the projected visit of H.M.S. *Renown* to Our Domain, and whereas, after due and proper search, your superscription has not been found within Our Archives.

You are hereby summoned to present yourself before Our Court at the Equator in order that we may confer upon you the Freedom of the Seas, and Our Permission to enter the other Hemisphere.

In the event of your default, all and sundry are warranted to exercise themselves in the Taking and Delivering of your body to Our Judge to the end that it may be cast unto Our Bears, who blasting its breath out with their growling, will scourge it in brine three times thrice.

Dated this tenth day of April, one thousand nine hundred and twenty.

H. COLLINS,
Judge of the Court.

BOGUS LOTTERIES. SENSATIONAL DISCOVERY AT GARDEN REACH.

The Calcutta C.I.D. have been, of late, investigating a somewhat sensational case of an alleged bogus lottery in raffia and Derby tickets, sold broadcast up-country and very largely in Burma and thereby cheating the public to the extent of thousands of rupees, says the *Englishman*. The lottery in question is said to have been started some years ago under the name of the New Race and Sporting Club at 145, Circular Garden Reach Road. The *modus operandi* of the Club was to send printed tickets to far off places in India, Burma, Ceylon, etc. of lotteries, raffia, and the Derby sweep for sale. The people of those places being quite ignorant of the existence or the doings of the alleged bogus club, it is reported, bought several times hundreds, if not thousands, of such tickets from the agents of this Club. In this way it is reported, thousands of people were alleged to have been cheated of a great deal of money.

A raid was effected recently in this connection at Garden Reach and sufficient printed papers and pamphlets have been secured to justify further proceedings. A few arrests also have been effected and further investigations in the matter will be awaited with interest.

It is largely owing to the healthy activities in his youth and early middle age, coupled with fine natural physique and a steady practice of moderation in all things, that Mr. Whitehead owes his robust health to-day; but it is, nevertheless, surprising to learn that, to visit in the fall of the present year, to visit a retired Naval officer, now engaged in farming in British East Africa, with a view to securing big game trophies in that Colony. Mr. Whitehead was always one of our keenest *shikaris*, and has more than one tiger to his credit; let us hope his gun may be equally successful amongst the deer, the lions and rhinos, and other game in British East Africa!

It is not any intention to attempt to cover the whole extent of Mr. Whitehead's activities, both at home and abroad, nor to deal with the high position he has obtained amongst the exchange bankers in the City of London. Whatever else he may have done or however varied his personal interests, he never neglected the more solid business of his life, the welfare of the institution, which he won such high positions. "Business first and pleasure afterwards" seems always to have been his motto. But there is one side of his activities that should be mentioned before closing this letter. That is his personal interest in the welfare of the young, on whom, after all, the future success of this country must depend. No one was readier than he to recognize merit and to encourage self-education and self-help, which was more preached a generation or two ago than it is to-day. He has left his mark upon the Chartered Bank by the introduction and support of certain phases of its internal management for the benefit of the members of the Staff. The Institute of Bankers has had in him a wise counsellor and supporter; he is at present a Vice-President, and has bestowed upon it funds to provide prizes for future generations of young bankers. Similarly, he has gifted monies to his native town of Dunblane for the benefit of the youth attending school there, and in other ways, like a true Scotsman who never wavered in his loyalty to the land of mountains and of flood, he has taken action which will cause his name to be remembered and respected by young Scots of the future.

With ample leisure at his disposal, Mr. Whitehead will probably take a more active share in the various public and technical bodies with which he has had long association. He is a Governor of the Royal Scottish Corporation, a Vice-President of the Institute of Bankers, and a member of the Committee of the China Association. But he has fully earned a period of relaxation, and he will carry with him the kindest thoughts of those who knew him most intimately and the esteem and good wishes of his numerous friends both at home and in the Far East.

PROMOTION OF TRADE WITH GERMANY.

A JAPANESE COMPANY FORMED.

Mr. Hugh Horne, Commercial Secretary to H.M. Embassy, Tokyo, reports in the *Board of Trade Journal* that the first noteworthy indication of a German-Japanese business rapprochement has appeared in the form of a company, to be called the Taikoku Boki Kabushiki Kaisha (the Continental Trading Co., Ltd.), with headquarters at Tokyo, and a branch office at Osaka. The capital of the company is 10,000,000 yen in 200,000 shares of 50 yen, of which 150,000 will be taken up by the promoters and supporters, who number over 1,000 professors and well-known business men and bankers.

According to the very full advertisement, which is appearing in most of the local papers, the objects of the company are:—

- (1)—Importation from Germany and other countries of chemicals, medical and surgical appliances, dyes, medicines, industrial products, high-class machinery, microscopes, glasses, literary publications, and general merchandise.
- (2)—Manufacture and sale of medicines, dyes, chemical, and industrial products and machinery.
- (3)—Export of raw materials and manufactures.
- (4)—Capitalising and encouraging enterprises on the above lines in Germany and Japan.

In the prospectus, which is worded in the most assuring terms, it is claimed that the company will carry everything before it. The co-operation of Herr Bart, a wealthy magnate of Bremen, and Herr Werner, of Saxony, both having long experience and a keen knowledge of Far Eastern affairs, has been obtained, picked Japanese have been sent to Germany to study conditions, and the brains and experience of German merchants and technical experts resident in Japan will be utilised. The cheap labour of Japan and raw materials of the Far East will be additional advantages for the furtherance of the scheme to reap the benefits of the many German inventions and discoveries, which have been closed to the world during the period of the war.

SHANGHAI TRADE.

Messrs. Ilbert & Co.'s (Ltd.) Piece

Goods Market Report says:—

The market remains flat. Auctions are mostly down and private enquiry next to nothing. There is perhaps a trifling better outlook of cargo for Hankow than has been the case recently, but most other outlets are more or less dead. Without doubt the financial deadlock in commercial circles in Japan has had a good deal of influence here in choking back any spark of enquiry which might, under better circumstances, have developed. Affairs over there, while showing encouraging signs in the early part of the week, have been plunged into deeper gloom still by the failure of a bank that is heavily involved in trading interests. The latest news is that the Japanese Government will come to the rescue in helping to straighten out the general financial mess into which the trading community there appears to have got itself. Standard makers in Lancashire are quoted firm in their prices, owing to their deep engagements, but for the time being there is nothing doing in the way of fresh business.

BRITISH SOLDIERS IN INDIA. TO BE PAID MONTHLY IN RUPEES.

The Government of India have decided with the concurrence of the Right Honourable the Secretary of State for India and the War Office that in order to obviate the difficulties due to fluctuations in Exchange the pay and allowances of British troops serving in India shall be fixed in Indian currency instead of in sterling as hitherto, and that there shall be a monthly rate of pay for all warrant officers, non-commissioned officers and soldiers, whether serving regimentally or in staff of departmental employment.

MOTOR GLEN LINE SHIPS.

Motor vessels are being turned out rapidly at Glasgow. The *Glenlara* has just run her trials, following closely on the heels of the *Glenluce*, which has only just left on her maiden voyage to the East. The two vessels are similar, each carrying 10,000 tons of cargo, with a speed of 11 knots. A further launch is that of the *Glenagle*, from Messrs. Harland & Wolff's yard on the Clyde. She is the largest motorship yet launched, carrying about 14,000 tons of cargo, and having a gross tonnage of 9,200. She is one of four similar vessels under construction for the Glen Line, Ltd., for trade to the East, and is to be fitted with a couple of 3,200 h.p. Diesel engines built by Messrs. Harland & Wolff at Glasgow, having eight cylinders and running at 115 r.p.m. It is a remarkable fact that, except for being on a larger scale, these Diesel motors are practically identical in every respect with the four-cycle oil engines installed in the first motor ship *Scandria*, which was built more than eight years ago.

WOMAN FIGHTS TWO DACOITS.

The Police Superintendent of Gaya in India has presented a gold medal to a woman who fought singlehanded two dacoits who robbed her while removing her box of jewels. The dacoits escaped but she identified them in court, securing their conviction.

INTIMATIONS

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WEDNESDAY,

June 9th, 1920, at 11 A.M. at THE HONGKONG AND KOWLOON WHARF CO.'S GODOWN No. 25.

1,500 cases PEANUT OIL, each case containing 25 lbs. of oil, oil each case.

The Oil has been examined by the Government Analyst.

Notice of Export Merchants is called to this sale, as the goods are all packed and ready for shipment.

The goods can be inspected on application to the Auctioneer.

Terms—20 per cent. Deposit to be paid in relation to the full sale to a winner.

FLYING! FLYING!!

AT REPULSE BAY

TO DAY

(SATURDAY)

TO MORROW

(SUNDAY)

MOTOR BUSES.

will leave

THE HONGKONG HOTEL

for

REPULSE BAY

at noon after 2 P.M. as they are booked

full.

RETURNING FROM REPULSE BAY

at 6.15 P.M.

\$2 RETURN FARE \$2

Tickets may be obtained at the—

DRAGON MOTOR CAR CO.

[209]

REPULSE BAY HOTEL.

SATURDAY, JUNE 5TH:

TEA DANCING FROM 4 to 7 P.M.

DINNER DANCE FROM 8 P.M.

SUNDAY, JUNE 6TH:

ORCHESTRAL CONCERTS DURING

TEFFIN AND AFTERNOON.

FLYING—SATURDAY AND SUNDAY.

EACH DAY COMMENCING AT 2.30 P.M.

Tickets for flights and full particulars may be obtained at the Hongkong Hotel, Main Office, or at REPULSE BAY HOTEL.

Insurance—Personal Accident Insurance can be effected at the time of Booking Covering all Risks whilst Flying. Rates, including benefits, from \$5.00 Covering \$2,000; to \$50.00 Covering \$25,000.

Intending Passengers should bring their own Dust Coats or Mackintoshes. Caps and Goggles will be obtainable at the REPULSE BAY HOTEL.

J. H. TAGGART,

Manager.

[210]

OF INTEREST TO GODOWN
KEEPERS.

MESSRS. REISS & CO. FINED.

Messrs. Reiss & Co. were summoned yesterday, at the Magistracy, for causing an obstruction opposite their godown No. 6, Catchick Street.

Mr. Turner, appearing for the defence, stated that it seemed to him that that sort of summons was "becoming too frequent." It was absolutely impossible for firms to refrain from using the outside of the buildings in the course of loading or unloading goods, prior to their removal into godowns. Interference on the part of the Police would hamper trade.

Sub-Inspector Willis stated that the Police could not make any distinction between a European and a Chinese firm as regards such summons.

Mr. Turner replied that there was no unnecessary delay in the loading or unloading of the goods. The cases were left there for a few minutes owing to pressure of work.

Mr. Hutchison remarked that in all obstruction summons it was stated that the goods were left on the pavement for a certain time.

Sub-Inspector Willis: The Police warn a person before taking a summons out against him.

An Indian constable stated that the goods were left for over twenty minutes. He asked the coolies to remove them, but they refused and went to the Praya for more goods.

Mr. Turner remarked that the constable ought to have reported to some responsible person instead of to the coolies. Instead, the constable spent his time watching round the corner.

Mr. Hutchison told the Inspector to instruct his constables to go to the proper authorities.

Sub-Inspector Willis said instructions had been given already.

A nominal fine of \$1 was inflicted.

INCIDENT ON A TRAM-CAR.

ALLEGED ASSAULT BY A EUROPEAN.

Mr. Omar Ismail summoned at the Magistracy, yesterday, Mr. A. Grund, of No. 10, Morrison Hill Road, for assaulting him on a tram-car.

Mr. Leo d'Almeida appeared for complainant.

Mr. Smith: Do you admit the assault? Defendant: No.

Mr. Smith said that the complainant had told him that defendant slapped him on the face.

Defendant said it was a mistake. He waited at the King Edward Hotel to get into a car. There were also three ladies waiting at the time. People had a habit of walking up between the King Edward Hotel and Post Office and getting into a car and, as there were ladies waiting for a car that day, he walked up and got into it with the intention of stopping it when the car reached the place where ladies were standing. Complainant jumped into the car before him and witness exclaimed: "Why do you get into a car like this?" Complainant replied: "What is it to you? Who are you? I pay my fare."

He replied: "Do not speak like that; I am older than you and if you had any education you will behave with more courtesy." Witness did not slap him; he simply shoved him.

Mr. Smith: This is only a squabble. Mr. Almeida: You may think so, but complainant's story is entirely different. Defendant got into the car some time after complainant and slapped him.

Mr. Smith: There must have been some reason.

Mr. d'Almeida: Defendant provoked my client and then assaulted him. It was absolutely unprovoked and gratuitous assault.

Mr. Smith: We are very liable to let our feelings go. Case remanded till Tuesday afternoon.

HONGKONG VOLUNTEER DEFENCE CORPS.

ORDERS FOR CADET COMPANY BY LIEUT. A. O. BROWN.

PARADE-BATHING.

Launch will leave Blake Pier on Wednesday, the 9th inst., at 5.15 p.m., and call at Kowloon ten minutes later.

G. F. E. Pearson, Bt. Major, Adjutant, H.K.V.D.C.

Hongkong, June 4th, 1920.

PORTUGUESE YOUTHS IN
TROUBLE.CHARGES OF BURGLARY AND
THEFT.

SET OF BAD CHARACTERS.

Brício Silva, Francisco Mendis, and William Seina were charged at the Magistracy, yesterday, with breaking and entering No. 3, Blue Buildings, second floor, and stealing property to the value of \$247.75, belonging to Mr. D. G. Santos.

The facts of the case, as related by Inspector Kent, were to the effect that on March 21st Mr. Santos, who had adopted Silva as a son, locked up his residence and went to a birthday party. Silva, who had left his home about two months previously, went to the house at 10 p.m. with the other two, and finding the door locked, tried to enter the premises by way of the opening above the door. To carry this into effect he was hoisted on to the shoulders of the other boys, and, getting inside, opened the door to admit his friends. The door was then shut so as not to arouse suspicion and afterwards the boys climbed over the verandah and entered the sleeping room where they broke open a ward-robe and took out a cash box in which the money and jewellery were kept. The cash-box was locked, and the boys broke it and took out the contents. They also stole some boxes of powder and bottles of scent and then escaped. They crossed over to Kowloon that night and slept on the ferry wharf.

The next morning they returned to Hongkong and went to a Chinese restaurant where they had breakfast and then proceeded to the Canton steamer. Meanwhile Mr. Santos, who had returned home, discovered the theft and reported to the Police to whom he gave a description of his adopted son who had been found prowling about the premises the previous afternoon. Sergeant Kelly went to the Canton boat and there, after a careful search, found Silva hiding in the lavatory. His companions were hiding on deck. They were arrested and brought to the Wanchai Station where the money and jewellery were found on them. Inspector Kent applied for a remand, stating that he wished to prefer a further charge of stealing three bicycles, valued at \$180, from Kowloon, and selling the same at Canton.

The boys were further charged yesterday, with stealing three bicycles.

They pleaded guilty to both charges and said they had nothing to say.

Inspector Kent said that one of the bicycles had been recovered. The others were sold at Canton for \$43. They do nothing; they live on the streets and by their wits. They are a set of bad characters. They have not been in jail before, but they are three very bad boys. The first defendant was adopted by complainant and ran away at Easter. He knew exactly where the things were kept. The money, \$180 was Mr. Santos' pay. The other things have been recovered. I would like a fairly heavy sentence. I think the house of detention will do them some good.

Mr. Hutchison sentenced each boy to six weeks' hard labour.

SATURDAY'S GYMKHANA.

THE ENTRIES.

The following are the entries for the Extra-Gymkhana to be held, weather permitting, on Saturday next, June 12th, at 4 p.m.

1st Race—Tredgar, Pawshop, Sinza, George Mac, Pantile, Wilkins, Alister, Shooting, Sopand, Algerian Chief, Pussfoot, Wee Mouse, Brutus, What is it, Ringwood, and Scottie Dabbie.

2nd Race—Five-Furlong Handicap—Balamander, Burning Daylight, Alexander, Season Ticket, Moonshine, Pussfoot, Sandmartin, Attraction, Wee Mouse, Brutus, and Chanby.

3rd and 4th Races—Class Handicap—Pawshop, Sinza, Target, George Mac, Salamander, Pantile, Lighting, Shooting, Sopand, Season Ticket, Burning Daylight, Alexander, Algerian Chief, Wilkins, Alister, Pussfoot, Borden, Child, Attraction, Wee Mouse, Brutus, and What is it.

5th Race—Distance Handicap—Tredgar, Rab, Pussfoot, Borden, Child, Sandmartin, What is it, Wee Mouse, Brutus, Ringwood, White Fang, Rebelle, White Chalk, Wakeford, Murphy, Tonic, Surprise, Pawshop, Sinza, Bt. Chad, Red Coat, George Mac, Supper Dance, Burning Daylight, Alexander, Cannon, and Scottie Dabbie.

6th Race—Ladies' Nomination—Mr. Grimstone, nominated by Mrs. Aucott; Major Timmis nominated by Mrs. Timmis; Major Law nominated by Mrs. Law; Capt. P. B. L. Beaver nominated by Mrs. Wyndham; Lieut. A. J. Samut nominated by Mrs. Jessel; Hon. Mr. John Johnstone nominated by Mrs. Teefo; Mr. T. W. Doyle nominated by Mrs. Casside; Mr. F. M. L. Soares nominated by Miss E. Soares; Mr. John Bell-Irving nominated by Mrs. Bell-Irving.

7th Race—Mail Handicap—Target, Red Coat, Lighting, Sopand, Burning Daylight, Alexander, Season Ticket, Borden, Child, Bismarck, Cat, Attraction, Brutus, and What is it.

SCOTTISH LETTER.

ROYAL VISIT TO EDINBURGH AND
THE CLYDE.

[FROM OUR OWN CORRESPONDENT.]

April 28th.

The date of the Royal visit to Edinburgh is now definitely fixed. Their Majesties will arrive on Saturday, July 3rd, and will remain in residence at the Palace of Holyrood till Saturday, the 10th. It is intended that the visit shall be more private than public as it is Their Majesties' desire to spend a week "at home" among their Scottish subjects.

As already stated in this letter, the King will take part in the Clyde Yachting "Fortnight." It is now announced that he will present two cups, one to be raced for by large yachts and the other by smaller boats.

THE MACHAN. The largest vessel yet built in the East of Scotland was launched from the Caledonia Shipbuilding Yard, Dundee. The vessel, whose tonnage is 7,000, and is to be provided with a passenger certificate, was built to the order of Messrs. Alfred Holt & Co. (Blue Funnel line), and is intended for the trade.

The steamer *Amarapura* was launched by Messrs. William Denny Brothers. She is 465 feet in length, and was built for Messrs. P. Henderson & Co., Glasgow.

For trace between Glasgow and Glasgow. The Forth Shipbuilding and Engineering Co., of Alloa, believe in recognising the dignity of labour. Recently the honour of christening one of their vessels was given to a girl employee, and at their latest launch the wife of the oldest employee in the yard officially "broke the bottle."

DRINKER MERCHANT SHIPS. Judging from the prices that are being quoted for all tank steamers, shipbuilding costs have risen sharply during the past week or so, says the *Glasgow Herald*.

A 10,000-ton vessel has been placed at £40 per ton deadweight, with delivery in 15 months, while £50 is talked about elsewhere for similar vessels. The price in the United States for the same class of tonnage are not much higher, while delivery is offered in two-thirds of the time.

Such difficulties are blamed for the British trouble, but rising costs of labour are the larger cause.

THEN AND NOW. Farm servants at Northern cotton markets are being engaged at fees of from £80 to £100 a year, with the usual perquisites: houses, meal, milk, peas, and potatoes. "One hundred years ago, at the Elgin feeling market, wages were best ploughmen from £4 to £4 10s.; boys, £1 15s and 2s; and women, £1 10s. to £2."

GRANITE AND BRANIS. Ex-Lord Provost Taggart once facetiously remarked that two of Aberdeen's principal exports were granite and branis. Evidently there is something in it, for in less than a year no fewer than 14 Aberdeen graduates have been appointed to professorships.

ABERDEENIAN FOR THE FAR EAST. Dr. E. W. B. Cruickshank, a graduate of medicine of Aberdeen, who had been appointed Associate Professor of Physiology in the Union Medical College, Peking, saw a great deal of active service during the war as a medical officer.

After the Armistice he took charge of the party which was sent to search Bavaria for British prisoners. Dr. Cruickshank, who is at present lecturer in physiology in the Washington Medical College, St. Louis, will take up his new duties in Peking in September.

A FENCIBLE AND POLITICIAN. Mr. Patrick Ford, who so convincingly defeated Mr. Bunciman in North Edinburgh, is one of the most expert amateur swordsmen in Scotland. Fencing has been his chief recreation for a number of years. He is specially expert with the duelling sword, the mastery of which possibly is a more necessary equipment for a political career in France than in this country. Success in fencing is largely a matter of temperament, and undoubtedly there is a good deal in the training and equipment of the fencer which should go to make a successful politician. One of the first congratulations which Mr. Ford received was from his fencing master, M. Crozier, who sent him the message, "Que coup d'roit" what a straight thrust.

ORIGINATOR OF FLAG DAYS. Few people will probably identify the Agnes Bryson Morrison of the recent Honours List with Mrs. Arthur Morrison, the Glasgow lady who was the originator and pioneer of the Flag Day movement.

Her exceptional services well merited the award of a C.B.E., which, by the way, is the highest honour conferred on any Scottish lady outside of the titled aristocracy. The Flag Days organised by Mrs. Morrison in Glasgow collected a sum of over £30,000 for war funds, and some £15,000,000 in 344 other centres throughout the country.

A STORY OF MRS. ASQUITH. Mrs. Asquith, it appears, is not one who approves of women in the House of Commons, and the rumour that she is herself to stand for a constituency is entirely unfounded. A few weeks ago (according to the *Liverpool Courier*), she and Mr. Asquith were staying with some friends in Lancashire, and during their stay she gave the most emphatic expression to her views on the subject. The topic of conversation turned on the suitability of the average woman for administrative work, and particular mention was made of the then recent advent of Lady Astor to the House of Commons. "All women are fools," declared Mrs. Asquith, sweeping; "they are mostly cats, and also, most of them are Tories." This may be a true report of Mrs. Asquith's opinions, but they certainly were not aired at Paisley.

REPLY OF PRINCE CHARLIE. An historic banner, which waved over Prince Charlie's men at Falkirk and Culloden, and, after many vicissitudes, came to hang on the walls at Logie House, Kilmuir, was exposed at a "clear out" sale and purchased by Mr. Robert Lauder, of Glasgow, for £750. It was carried by Sir James Kinloch's battalion, the 2nd of Lord Ogilvie's Regiment. All the other rebel colours were taken by the Dukes of Cumberland at Culloden, and were burned by the common hangman at the Cross of Edinburgh.

THE BACHELOR QUESTION OF THE DAY. Sir Donald Mackinnon regards bachelors as "useless and dangerous," and thinks that they should be abolished. Robert Louis Stevenson, on the other hand, in one of his most delightful essays, asserts that the pick of manhood is likely to be found among unmarried men.

NO GERMAN NEED APPLY. At the opening session of the botany class in Glasgow University, Professor Bower recommended several text-books on botany, mentioning one by a German professor. The students of both sexes promptly showed their displeasure by giving the German text-book "the bird."

A GREAT TRUTH. Public gratitude in this country is shorter than a rabbit's tail—Mr. I. M. Hogge, M.P., Edinburgh.

MARRIAGES. At Airlie, Bridge of Weir, on April 20th, Capt. Stanley Fenwick, M.C., R.A.M.C., youngest son of the late John Fenwick, engineer and shipbuilder, Hongkong, to Marguerite Amelia, elder daughter of George Gray.

At St. Peter's Church, Eaton Square, London, on April 22nd, Alexander Andrew, younger son of the late Archibald Argyll, Lochneil Campbell of Lochneil, and Marjorie Iren, younger daughter of the late Alexander Campbell, of Shanghai, and Mrs. Campbell, St. Brannoch, East Lothian.

At the Chapel of the Women's Missionary College, Edinburgh, by the Rev. Professor W. M. Macgregor, Moderator of the General Assembly of the United Free Church of Scotland, John Thomas Sherriff Watson, C.A., Edinburgh, to Ethel Lucy, younger daughter of the late Capt. D. C. Mackenzie, Bombay Cavalry, and of Lady Russell, Woodville, Canaan Lane, Edinburgh, and step-daughter of the late Sir James A. Russell, LL.D., ex-Lord Provost of Edinburgh. Mr. Watson is General Treasurer of the United Free Church of Scotland, and Miss Mackenzie is one of its Foreign Mission Secretaries.

ENTERTAIN. At 29, Huntley Gardens, Glasgow, on April 22nd, Capt. John Cogan, of Shanghai.

WILLS AND ESTATES. Sir H. A. de V. M'Lea, K.C.M.G. (Kaid M'Lea), of Drimmin House, Tangier, Morocco, £74,400.

Admiral John McClure, of Seaview, Carlisle, Wigtownshire, formerly Inspector-General and afterwards Admiral of the Imperial Chinese Navy during the Sino-Japanese War, £1,438.

COURTING WITH A CLUB. A racy account of his recent visit to Central Africa was given by Lord Dewart at the anniversary festival of the Licensed Victuallers' School at the Connaught Rooms. He had, he said, been living there through the winter among savage tribes on the borders of Uganda and the Congo, where there were no after-dinner speeches. At the last banquet he attended there it was to celebrate the shooting by him of a 14 feet crocodile, which the villagers devoured at one sitting. The natives were very severely practical, for they went courting with a club. As evidence of the increased cost of living there, he said that whereas a fine, upstanding sixteen-hand wife (laughter)—cost four spears in pre-war days—the now-cost eight spears, and, in the cattle districts, the price of a wife was eight cows instead of four.

LANE, CRAWFORD & CO.

SOLE AGENTS FOR PRIZE CUPS.

MAPPIN & WEBB LONDON.

WE ARE NOW RECEIVING FREQUENT CONSIGNMENTS OF MESSRS. MAPPIN & WEBB'S FAMED

STERLING SILVER WARE & "PRINCES' PLATE" AND WE FEEL CONFIDENT THAT WITHIN A FEW MONTHS HENCE WE SHALL HAVE ON VIEW

THE MOST UNIQUE SELECTION IN THE FAR EAST.

CHRISTENING SETS OUR PRESENT STOCK IS WELL WORTHY OF YOUR INSPECTION AND INCLUDES PRESENTATION PLATE

CIGARETTES & CIGAR BOXES SEALING SETS MATCH STANDS CIGARETTE CASES TRINKET BOXES PIN & PUFF BOXES SALTS JARS BRIDGE BOXES Etc., Etc.

TEA & COFFEE SERVICES FRUIT & SWEET STANDS ENTREE DISHES FLOWER VASES SWEET & MUFFIN DISHES CAFE & LIQUEUR SETS TOILET SETS Etc., Etc.

LANE, CRAWFORD & CO.

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NEW ADVERTISEMENTS

HONGKONG GYMKHANA CLUB.

THE EXTRA GYMKHANA MEETING of the Season will be held at the Happy Valley on SATURDAY, JUNE 12TH, commencing at 4 p.m.

The Charge of Admission will be \$1 for others than Members of the Hongkong Jockey Club or GYMKHANA CLUB.

Soldiers and Sailors in uniform Half-Price.

The Committee invite the Ladies of Hongkong to be present.

Hongkong, June 4th, 1920. [1024]

NEW LOAN OF 4 MILLIARDS FRANCES

5% PREMIUM BONDS.

CREDIT NATIONAL.

THE Bonds are of 500 Frs. face value.

PRICE OF ISSUES 485 FRANCES

9 drawings a year amounting to:
20,000,000 Francs
with the following prizes:
1,000,000 Francs
500,000
300,000
100,000
50,000

The prizes drawn will be free of any taxes, present or future.

The Bonds bear interest on and after the 15th of June, 1920.

Applications will be received till the 15th of June, 1920, by

THE BANQUE DE L'INDO-CHINE

L. BERINDOAGUE,
Manager.

Hongkong, June 4th, 1920. [1025]

NOTICE TO CONSIGNEES.

S.S. "DOYLESTOWN" VOYAGE HOME

FROM CALCUTTA via PENANG and SINGAPORE.

THE above-mentioned vessel having arrived from the above-mentioned ports, consignees of cargo are hereby informed that the cargo must be taken immediately and delivered to the consignees at their risk and expense to the Pacific Mail Steamship Company's Godown at West Point, and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the godowns where they will be examined on June 8th, at 10 a.m.

All claims must be presented within a week of the steamer's arrival here after which they cannot be recognized. No claim will be admitted after the goods have left the godowns, and all goods remaining undelivered after June 11th, will be subject to re-shipment.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP CO.,
As Operators, P.S. Shipping Board,
Hongkong, June 3rd, 1920. [1026]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"AGAPENOR"

are hereby notified that the Cargo will be discharged into the Godown, Kowloon, where it will be at Consignees' risk. The Cargo will be ready for delivery from Godown on and after June 4th.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed and damaged goods are to be left in the Godown, where they will be examined on any Tuesdays and Fridays, between the hours of 10 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after June 10th, will be subject to re-shipment.

All claims against the Steamer must be presented to the undersigned on or before June 24th, or they will not be recognized. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, June 3rd, 1920. [1027]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"TALITHYRIUS"

are hereby notified that the Cargo will be discharged into the Godown, Kowloon, where it will be at Consignees' risk. The Cargo will be ready for delivery from Godown on and after June 3rd.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed and damaged goods are to be left in the Godown, where they will be examined on any Tuesdays and Fridays, between the hours of 10 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after June 9th, will be subject to re-shipment.

All claims against the Steamer must be presented to the undersigned on or before June 22nd, or they will not be recognized. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, June 2nd, 1920. [1028]

NEW ADVERTISEMENTS

LIAI SENADO DA CAMARA DE

MACAU

Empreitada da Obra de "Construção dum mercado municipal para um terreno próximo da Praia do Manduco"

(San-fai-ai)

ANUNCIO

Exmo. publico que no dia 17 do proximo mês de Junho, ás quinze horas, perante a Camara reunida em sessão, nos Paços do Concelho, se procederá a arrematação em hasta publica mediante apresentação de propostas em carta fechada da empreitada da obra de "Construção dum mercado municipal para um terreno próximo da Praia do Manduco (San-fai-ai)", em conformidade com o respectivo projecto elaborado na Direcção das Obras Publicas e aprovado em Conselho Técnico de 30 de Dezembro de 1919, nos seguintes termos:

1.ª A proposta deverão ser organizadas nos termos prescritos no programa do concurso e serão apresentadas no acto da arrematação pelos concorrentes ou pelos seus legitimos representantes.

2.ª Não poderão concorrer a esta arrematação empreiteiros de Lichiosse devidamente matriculados e cautionados na Direcção das Obras Publicas, nos termos dos regulamentos em vigor, e bem assim os empreiteiros de 2.ª classe ou quaisquer outros não matriculados que apresentem documento comprovativo de terem sido construtores de obra importante, devendo apresentar documentos comprovativos de haverem efectuado o depósito providório de \$1.817,50 (mil oitocentas e trinta e sete patacas e meia), na Tesouraria da Camara.

O projecto de obra, o cahier de encargos e o programa do concurso acham-se patentes na Secretaria da Camara onde podem ser examinadas todos os dias úteis desde as 10 às 16 horas, podendo os que desejarem obter esclarecimentos mais detalhados, dirigir-se á 3.ª Secção da Direcção das Obras Publicas, das 10 às 13 e das 14 às 16 horas.

Para conhecimento dos interessados se publica o presente anuncio que reproduzido no *Boletim Oficial* do Governo desta Provincia, e publicado nos lugares do estilo.

Macau, Secretaria da Camara, nos Paços do Concelho, de 19 de Maio de 1920.

O Presidente do Lial Senado,
Fernando José Rodrigues. [1029]

TENNIS TOURNAMENT.

CHAMPIONSHIP SINGLES.

CHALLENGE ROUND.

M. W. LO v. NG SZE KWONG

THIS Match, weather and ground permitting, will be played on MONDAY, JUNE 7th, at 4.30 p.m.

Prizes won during the Tournament will be presented after the match. [1018]

NOTICE.

WE have This Day CLOSED our Office at No. 9, Queen's Road Central. All claims and existing contracts will be dealt with by our Agent, Mr. T. KAWASHIMA.

THE KUHARA TRADING CO., LTD.
Hongkong, May 28th, 1920. [1029]

NOTICE.

I have This Day established myself as Importer and Exporter at No. 9, Queen's Road Central.

T. KAWASHIMA.
Hongkong, May 28th, 1920. [1030]

NOTICE.

I have This Day been appointed AGENT for THE KUHARA TRADING CO., LTD.

T. KAWASHIMA.
Hongkong, May 28th, 1920. [1031]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

FROM this date and during the absence of the General Manager, Mr. C. MONTAGUE EDE, and of the undersigned from the Colony, Mr. PAUL LAUREN will perform the duties of the General Manager of this Company.

By Order of the Board,
C. H. P. HAY,
Deputy General Manager.
Hongkong, June 3rd, 1920. [1008]

BRITISH TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

FROM this date and during the absence of the General Manager, Mr. C. MONTAGUE EDE, and of the undersigned from the Colony, Mr. PAUL LAUREN will perform the duties of the General Manager of this Company.

By Order of the Board,
C. H. P. HAY,
Deputy General Manager.
Hongkong, June 3rd, 1920. [1009]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

FROM this date and during the absence of the General Manager, Mr. C. MONTAGUE EDE, and of the undersigned from the Colony, Mr. PAUL LAUREN will perform the duties of the General Manager of this Company.

By Order of the Board,
C. H. P. HAY,
Deputy General Manager.
Hongkong, June 3rd, 1920. [1010]

WANTED.

FOR Rent or Purchase BOILER and HOIST suitable for Pilgrimage.

Please apply to:
BOARD OF CONSERVANCY WORKS OF KOWLOON.

The Board,
Canton. [1011]

WANTED.

STENO-TYPIST, for Machinery Dept.

Apply stating salary required to:
Care of "Daily Press" Office.
[1012]

PREPARED ADVERTISEMENTS.

PREPAID "WANTED" ADVERTISEMENTS.

ON and after this date advertisements of the "Wanted" variety will be inserted under a special heading in the "HONGKONG DAILY PRESS" at a charge of

\$1.00 FOR THREE INSERTIONS

if they do not exceed 25 words in number and are PREPAID.

An additional charge of 50 cents will be made if the instructions for insertion are not accompanied by cash.

Those who prefer their advertisements of this description to be displayed in one-inch space, as hitherto, must give instructions accordingly and will be charged at the old rates.

TO BE LET. Immediate possession. One Four-Roomed Flat, Furnished. Central locality. Rent \$125 per month. Apply—Box No. 550, c/o "Daily Press." [1013]

STENOGRAPHER for American firm wanted

for one or two months. Good knowledge of English essential. Reply stating experience and salary wanted to—P. O. Box No. 681. [1014]

FLAT three or four Rooms wanted on the Peak

furnished or unfurnished—Apply Box No. 662, c/o "Daily Press." [1015]

LESSONS in Cantonese wanted. Five

Evenings a week. State terms—Box No. 681, c/o "Daily Press." [1016]

NATIONAL CREDIT 5 PER CENT. 1921

UNDER THE GUARANTEE OF THE FRENCH GOVERNMENT.

THE Local Manager of the BANQUE INDUSTRIELLE DE CHINE begs to inform the Public that subscriptions for above French Loan are opened to-day in its office, 5, Charter Road, and will be closed on the 20th of June, at 12 Noon.

5 per cent. Premium Bonds of Frs. 500 each are issued at the price of

Fr. 485.—Only

Interest at 5 per cent. will run from the 15th of June.

The Bonds are non-convertible before 1940 and redeemable in 75 years by means of drawings (EIGHT DRAWINGS A YEAR) purporting yearly Frs. 27,000,000—the first prize of each being

ONE MILLION FRANCES.

ROUET DE JOURNAL,
Manager.
Hongkong, June 2nd, 1920. [1012]

To the Defendants THE KAITSEUNG Firm

of No. 15, Queen Street, Victoria, Hongkong.

TAKE NOTICE that an action has been commenced against you in the Supreme Court of Hongkong in its Original Jurisdiction, Action No. 40, of 1920, by SEW PUI CHU trading as the "Ying Yee Hup Firm" of No. 6, King Street (West Side), Victoria, against you, in which the Plaintiff's claim is for \$22,050 being money received by and entrusted to you for the purchase of certain goods which you failed either to deliver, or to refund the said money.

AND that it has been ordered that service of the Writ in the said Action on you be effected by (inter alia) advertisement. If you desire to defend the said Action you must within 8 days from the last publication of this advertisement, inclusive of the day of such last publication, either personally or by your Solicitor enter an appearance at the Registry of the said Supreme Court in Victoria, Hongkong. In default of such appearance judgment may be entered against you.

J. H. GARDINER,
Solicitor for the Plaintiff.
Dated the 2nd June, 1920. [1013]

Messrs. LAMBERT BROS. are instructed to sell

THE STEAMSHIP "JEHANGIE"

Now lying in the Harbour of Hongkong under an

Order of the Court

PUBLIC AUCTION

on

MONDAY,

the 29th day of June, 1920, at 3 o'clock p.m.

IN ONE LOT

at their Auction Rooms, in Duddell Street.

THE Ship is a British ship registered at Hongkong of 5200 tons Gross, of 4360.71 Registered tonnage and was built by W. Denny and Brothers, Dumbarton.

For particulars to view apply to Messrs. Lammert Bros., the Auctioneers.

For further particulars, Apply to:

MEASRS. JOHNSON STOKES & MASTER, Prince's Building,

or to

MEASRS. LAMBERT BROS., the Auctioneers, Duddell Street. [1016]

TO LET.

A SHOP in Nathan Road, Kowloon.

Apply to—

HUMPHREYS ESTATE & FINANCE CO., LTD.,

Alexandra Buildings. [1017]

FOR SALE.

NEW and COMPLETE PLANT including Willey Table for crushing and concentrating Ore. Just arrived.

For particulars apply—

CARVALHO & COMPANY, Machinery Department. [1018]

INTIMATION

BATHING

CAPS.

A large and very fine

assortment.

Many really pretty

designs.

A. S. WATSON &

CO., LTD.,

HONGKONG DISPENSARY.

BIRTH.

KAY.—At Osborne Cottage Laurieston, Scotland, on May 20th, to Mr. and Mrs. W. W. KAY (Shanghai), a son, STUDD.—At Shanghai, on May 20th, to Mr. and Mrs. A. W. STUDD, a son.

MARRIAGE.

LOONIS—EVELIDGE.—At Shanghai, on May 25th, SHURA, daughter of Mr. and Mrs. Arthur Evelidge, of Shanghai, to ALBERT, son of the late Mons. C. Loonis and Mme. M. Loonis of Antwerp (Belgium).

DEATH.

WESS.—At Rutherford, N.J., on April 10th, ELLA G. WESS, in her 74th year, widow of the late Alexander B. WESS, formerly U.S. Consul to Manila, Philippine Islands.

HONGKONG OFFICE: 104, DES VEAUX RD., C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 7TH, 1920.

PROPOSED BUFFER STATE IN SIBERIA.

JAPAN's policy in the Far East, in Siberia, is generally regarded as a compromise and unvoiced question, in spite of the official declaration, recently issued under the signature of General Ota, the Commander-in-Chief of the Japanese Expeditionary Army based on Vladivostok. In this document, it was declared that now that the evacuation by the Czechs-Slovaks is practically completed, Japan will be quite ready to withdraw when conditions in the Far East settle down, when Manchuria and Korea are freed from menace, and the lives and property of Japanese residents are rendered entirely safe. This is an undertaking which could be readily given with a certainty that these conditions are not likely to be established to the entire satisfaction of Japan for a good many years yet to come. Events seem to be shaping themselves in Eastern Siberia towards peace on the basis of the creation of a Buffer State. General Ota's declaration said that the Japanese troops and the Government of Japan were sincerely in accord with the desire of the Russian people that the territory of East Russia should form an autonomous

administrative district under a Government that will satisfy popular aspirations, and that economic relations between this Government and Japan should be quickly established with a view to the relief of the great amount of distress which now prevails in Eastern Siberia. Japan insists that it is an essential preliminary that "Russian troops" in China shall suspend their hostile operations against the Japanese troops, and a buffer state be created for the purpose of preventing possible collisions between Japanese troops and Bolsheviks advancing eastward of "China." It seems to be generally recognized in Siberia, and in Japan also, that the creation of a buffer state is the only way out of the deadlock, but, that being granted, the problem arises: Who is to govern the buffer state? The Japanese, as one of their leading journals has recently expressed it, are satisfied that "one might as well depend on a castle on the sands as place any serious reliance on a buffer state or zone administered by the politicians who have been attempting to run the various revolutionary Governments in Eastern Siberia." We have seen it claimed in one of the leading Japanese journals that the political conditions in Eastern Siberia are not any better than those in Asiatic Turkey and that, therefore, the territory might be held to come within the provisions in the Covenant of the League of Nations with regard to mandatory administration. Thus, it is argued, "it is proper for the Siberian Russians to have the advice and assistance of a mandatory administrator until they are internationally recognised as an independent Power. Geographical considerations alone suggest that there is no Power so fit as Japan to undertake the mandatory administration." We fear that there is very little hope for an early restoration of peace and order and its permanent maintenance in Siberia, with at least some show of the preservation of Russian sovereignty, except by the means that the Japanese papers are now suggesting. But we are by no means sanguine that the suggestion will find ready acceptance among the Russians while the memory of the fate of Korea under Japanese "protection" endures. The Russians are not likely to admit that there are not to be found among them men infinitely more capable of organising and maintaining a Government than Korea or Asiatic Turkey could furnish.

The ceremonial parade in celebration of H.M. the King's Birthday takes place at Happy Valley this morning. H.E. the Governor will arrive at 9.25 a.m. There will be special accommodation for ladies.

Among the local residents departing by the P. & O. Delta to-day are: Lieut. Colonel Arthur Chapman, V.D. (retired), Assessor of Rates, who goes on pension; Mr. and Mrs. H. A. Cartwright and family, Mr. and Mrs. H. R. Hartling, Mr. S. Wiggan (who has been manager of Messrs. Thom, Cook & Son, during the absence on leave, of Mr. Abney), Mrs. D. K. Moss, Professor A. G. Warren and Mrs. Warren and Mr. F. A. Richmond of the University, Mr. and Mrs. H. B. Bridger, and Mr. F. R. J. Adams. Mr. J. W. Jamieson, C.M.G., LL.D., Consul-General of Canton, is travelling home by this steamer, and also Mr. and Mrs. W. J. Hansen, of Canton, and Mr. A. Macgowan, of Messrs. Bradley & Co., Swatow.

At the City Hall, in the old Chamber of Commerce rooms, to-night, a notable classical concert will be given by Signor D. F. Amelias, the famous mandolinist who will be assisted by Mme. A. Silvestri, a dramatic soprano who has had the distinction of appearing before royalty, and Professor Dannenberg. The programme is a classical one. Signor Amelias in the first part will play numbers by Sarasate, and Tchaikowsky, and Brahms' Dances Hongroises, Nos. 1, 3 and 5. Madame Silvestri's vocal selections are Puccini's "Il libro Santo," and Pouchielli's "Aria Gioconda. In Part two Madame Silvestri, Signor Amelias and Mr. Dannenberg will combine in pieces for two mandolines and piano, and Madame Silvestri will sing Cimarosa's "Amor ti Chiedo" and Puccini's aria from "Madame Butterfly." Professor Dannenberg (pianist), will play Liszt's Rhapsodie Hongroise, No. 2. Andante, Mesto, and Vivace.

TYPHOON WARNINGS.

The following telegrams have been received by the American Consulate-General, Hongkong, from the Manila Observatory:—

4.30 p.m., June 3rd.

Typhoon east of Northern Luzon, more than 300 miles distant, moving N.N.W. or N.

11 a.m., June 4th.

Typhoon in about 180deg. Long eastward side. Lat. north, moving north.

ROGUE ON BANK ROOF.

CONFESSES HE WENT TO STEAL.

About 2 a.m. yesterday people living in the vicinity of the Chartered Bank were roused by the blowing of Police whistles. It appears that an undesirable character had entered the alley-way of the Chartered Bank and had climbed up to the roof of the cooling-quarters. From there the man walked along the parapet and jumping a distance of about nine feet got on to the verandah of the Siamese Consulate. He peeped through different windows, evidently trying to discover if there was anybody inside. The watchman of the Consulate, noticing a figure at the window, went out to make investigations. He seized the man who had managed to get away, followed by the watchman. The man ran along the roof, on to adjoining roof, where, with the assistance of some other men, he was secured with a rope. The party then proceeded along the roof and descended to the street through the Chartered Bank. The roof was searched and a pair of shoes belonging to defendant was found. He was charged at the Magistrate's yesterday, by Sub-Inspector Willis who told the Magistrate that the man had been discharged from the Bank of Canton for laziness and apparently knew of the working of the different banks. He was sentenced to a month's hard labour.

PAPER SHORTAGE.

Further shortage of paper and higher prices are likely to be caused by the action of Norway, where the paper-making industry is of considerable magnitude and the greater part of the production is exported. The Norwegian Government are requiring makers of newspaper to supply to Norwegian newspapers their full needs at a price below cost. If the makers refuse they will be prevented from continuing their exports. If they consent, other countries will have to pay for a subsidised Norwegian Press.

The curtailment of supplies from Norway would mean a serious burden on British newspapers, and readers would have to accept smaller papers or pay more for them. It is suggested that, as Norway relies on coal imported from Great Britain there is a lever at hand which might quickly change the attitude of the Norwegian Government.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES

Regular Sailings to

NEW YORK

via Panama Canal

S.S. "LOWTHER CASTLE" ... about end of July.

LLOYD TRIESTINO

For SHANGHAI & YOKOHAMA

S.S. "PILSNA" ... on or about 11th July.

For BRINDISI, VENICE & TRIESTE.

S.S. "PILSNA"

On or about 18th August.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S.S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA.

For JAPAN

S.S. "SAMARANG MARU" ... On or about 10th June.

For JAVA.

S.S. "BORNEO MARU" ... On or about 10th June.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIUN KAISHA)

Steamship Service Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

"AKING" Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA.

In conjunction with the

INDO CHINA STEAM NAVIGATION CO., LTD.

AND APCAR LINES.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LTD.

Agents.

119

SERVICE to UNITED STATE

NEW YORK and/or BOSTON

via Panama

S.S. "WYTHEVILLE" sails about June 29th

For freight space and particulars apply to:-

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE

TELEPHONE

2477 & 2478

AGENTS

5th Floor

HOTEL MANSIONS

208

WATERHOUSE LINE.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers

For

SEATTLE-TACOMA-VICTORIA-VANCOUVER

via Kobe and Yokohama.

"MAQUAN" ... 20th June.

"WEST IVAN" ... 25th July.

Further sailings to be announced later. Through Bills of Lading issued to all Overland Common points in U.S. and Canada.

For rates and further particulars apply to:-

FRANK WATERHOUSE & COMPANY,

3rd Floor, Hotel Mansions, Telephone 3507.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers

"ECUADOR," "VENEZUELA" & "COLOMBIA,"

HONGKONG TO SAN FRANCISCO,

VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

ALSO

S.S. "WEST CONOR" Beginning of June, for Baltimore, via Suez and usual Ports of call.

HONGKONG-CALCUTTA SERVICE.

S.S. "LAKE FAULKE" ... Wednesday, June 9th, for Calcutta via Singapore, Penang and Bangkok.

Cargo accepted on through Bills of Lading to all points in the United States and Canada, also through Bills of Lading to Baltimore, Havana, Central and South American ports.

For further information apply to:-

PACIFIC MAIL S.S. CO.

Hotel Mansions

Telephone 141.

Cable Address "60-ANZO"

RACE MAINTENANCE.

PROSPERITY AND THE BIRTH-RATE.

An address on "The fertility of the various social classes of England and Wales from the middle of the 18th century to 1911" was given in the rooms of the Royal Statistical Society recently by Dr. C. C. Stevenson, Superintendent of Statistics, General Register Office. Sir Bernard Mallet, ex-President of the Society, presided.

The lecturer said it seemed likely that large families promoted high mortality, and that high mortality promoted large families. It was evident that the decline in infant mortality during the present century was closely bound up with the decline in the birth-rate. It was therefore all the more discreditable to the last quarter of the 19th century that, during that period the rate of infant mortality did not decline, although the birth-rate was steadily falling. In the deficient fertility of the classes which, having achieved most success in life, were presumably best endowed with the qualifications for its achievement, the nation was confronted with a new and formidable fact. The most formidable was a question which must be left for the consideration of authorities on eugenics. The correspondence in time between the date of the Bradnagh-Bent correspondence (1876) and the commencement of fall in the birth-rate in 1877 had always been obvious, and the subsequent record of the decline was in fact precisely what might be expected on the supposition that it had been brought about through the neo-Malthusian views and methods having secured gradually increasing acceptance.

MIDDLE-CLASS INFERTILITY. After all allowances had been made, the professions, which formed the purest examples of middle-class occupations, were exceedingly infertile. The total fertility of all the professions tabulated, except Nonconformist ministers, was underneath the lowest standard, though their very small rate of child mortality caused the clergy of the Established Church slightly to exceed that standard in fertility. The exceptionally low figures for naval and military officers might be due to circumstances in their case rendering the maintenance of a family specially difficult, but the failure of this fine stock to reproduce itself was none the less to be regretted.

The most remarkable instance of all was that of persons describing themselves as of "private means." In their case, presumably, the anxieties and difficulties which militated against fertility were at a minimum. The reason might conceivably be that the more energetic and capable of the class referred to did follow some definite occupation, and that their fertility was higher than that of the inferior remainder of their class.

The effect of female occupation in lowering fertility was clearly established. If we attributed to human volition the fall which had occurred in the nation's fertility, the facts to which he had referred were readily explained, but if we refused to acknowledge this agency it was necessary to assume the reduction of female fertility by non-domestic work as a law of nature.

A STRIKE OF DRAMATISTS.

The Daily Telegraph writes:-The dramatists of France are up in arms. The State has threatened to take under the name of an amusements tax 8 per cent. of the receipts of theatres, which are already mulcted of some 10 per cent. for other public purposes. It is not for us to attempt to understand the details of another nation's financial system—the intricacies of our own, especially at this season of the year, provide more than sufficient occupation—but certainly 18 per cent. of gross receipts seems a heavy burden. Such is the opinion of the French dramatists, who find that they, with a mere 12 to 15 per cent. in their royalties, are to make less out of their work than the State. If without disrespect to their art and their eminence we may use our national idiom, this does seem to be killing the goose which lay the golden eggs. The dramatists prefer to say that it will "ruin the future of French dramatic art." Now this is a very serious matter, not only for the dramatists, not only for France, but for the civilized world. Her dramatic art is one of her staple industries; one of her most valuable export trades; and upon her output depends the health, wealth, and happiness of many a theatrical manager, many a syndicate, from China to Peru. But while anxious that dramatists should be satisfied we cannot approve their policy. They have resolved to negotiate with the theatrical trade unions in order that common action may be taken if the new tax is voted. So Paris and the world, which in this matter are synonymous terms, are threatened with a strike of dramatists. That may be a disaster. Even if they succeed in bringing out the limelight men and the programme girls, they will lose more than they gain. The gaiety of nations may be for a while belittled, the public stock of harmless pleasure may be diminished for a time, but the end will be that more people than ever will learn to find their amusement elsewhere than in the theatre. What shall we profit a playwright to maintain his old proportion of the receipts if he lose his old audiences? It is, we suspect, probable that the programme girl and the limelight man will not be willing to strike for the benefit of the dramatists. A desire to preserve the income of the brain worker is not prominent in the policy of trade unions, and we must confess that the circumstances of the dramatist whose plays are acted are not such as to touch the great heart of the people. If a strike were called to remedy the sad plight of the unacted it would be a different matter, though we fear that such a programme would fail to secure the support of the successful authors. But without the other theatrical trade unions would the dramatists care to go to a strike? They must then face the competition of the dead; the immortals become blacklegs, Moliere and Rostand are turned into strike-breakers. Cohorts of classics, it may be said, would not satisfy the public. (Continued at foot of next column.)



Let Cuticura Help You Look Like This

Nothing better to care for your skin, hair and hands. The Soap to cleanse and purify, the Ointment to soothe and heal. Use them for daily toilet.

Keep in Ointment 1/6, 3d, and 2d. Soap 1/6, 3d, and 2d. Sold everywhere. For sample write to: Cuticura Soap Co., Ltd., 17, St. George's Lane, London, E.C. 4. (For each case with price.)

24-5



HAIR HEALTH AND BEAUTY

Nothing will give to the hair such a radiant healthy appearance as the use of ROWLAND'S MACASSAR OIL.

Rowland's Macassar Oil affords a complete hair tonic food, preventing itching and loss of hair. Best for mother, father, and the children.

Golden Ointment for Hair or Greasy Hair. Bottles 1/6, 3d, and 2d. Sold everywhere.

24-5

Rowland's Macassar Oil

WHAT

2 MINUTES A DAY

WILL DO

FOR YOUR HAIR.

GREAT HAIR-BEAUTY GIFT.

1,000,000 HARLENE "HAIR-DRILL" OUTFITS FREE TO READERS.

EVERY woman and girl can double her beauty and attractiveness by devoting only two minutes a day to "Harlene-Hair-Drill."

Every woman and girl can double her beauty and attractiveness by devoting only two minutes a day to "Harlene-Hair-Drill."

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INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION

SANDAKAN	...	"HINSANG"	Sat., 5th June, Noon
SHANGHAI via SWATOW	...	"SSANG"	Sun., 6th June, D'light
SHANGHAI	...	"HOPANG"	Sun., 6th June, D'light
SHANGHAI via SWATOW	...	"CHOISANG"	Tues., 8th June, D'light
TIENSIN	...	"CHIPSING"	Tues., 8th June, D'light
STRAITS & CALCUTTA	...	"LAISANG"	Wed., 9th June, 3 p.m.
KORE	...	"FOOKSANG"	Thurs., 10th June, 3 p.m.
SHANGHAI	...	"LOESANG"	Thurs., 10th June, D'light
MANILA	...	"LOONGSANG"	Fri., 11th June, 3 p.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

CALCUTTA LINE.

S.S. "LAISANG"

will be despatched on or about June 9th, for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM and MADRAS.

For Freight or Passage apply to:-

Jardine, Matheson & Co., Ltd.

SEVERAL MANAGERS

TELEPHONE No. 215.

GLEN AND SHIRE

Joint Service of Steamers.

U.K.-STRAITS, CHINA & JAPAN SERVICE.

Vessel	Due Hongkong
"CARDIGANSHIRE"	12th June
"GLENSANDA"	24th June
"GLENGYLE"	30th June
"GLENTARA"	12th July

Vessel	Leave Hongkong	Discharge
"PROFESSOR"	4th June, at 10 a.m.	LONDON
"CARMARTHENSHIRE"	2nd July	LONDON & ANTWERP
"GLENGYLE"	28th July	GENOA, LONDON & ANTWERP
"CARDIGANSHIRE"	28th July	LONDON & ANTWERP

Movements are subject to change without notice.

For freight or further particulars please apply to:-

Jardine, Matheson & Co., Ltd.

AGENTS: The Royal Mail Steam Packet Co.

Owners of "Shire" Line.

Tel. No. 215, sub. ex. 32.

Cable Address: Kawasaki, Kobe. Telephone: 8-2000.

Benley's, A.R.C. 8th Ed. 2844, 2843

and Scott's Codes.

KAWASAKI KISEN KAISHA

(KAWASAKI STEAMSHIP CO.)

CAPITAL PAID-UP Y20,000,000

President: Mr. Y. KAWASAKI.

Vice-President: Mr. K. MATSUOKA.

Managing Director: Mr. MATSUYAMA.

The Company has on hand a Large Number of

NEW CARGO STEAMERS

ALWAYS READY FOR CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:-

Eleven steamers of 9,100 tons each deadweight.

And, under the Company's management:-

Twenty steamers of about 9,100 tons deadweight each.

Two steamers of about 6,400 tons deadweight each.

Belonging to the Kawasaki Dockyard Co., Ltd.

For Charter Rates and all other particulars apply to:-

KAWASAKI KISEN KAISHA

No. 8, Futatabi, Kobe.

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SHIPPING NEWS

ARRIVALS.

June 3rd.
Chong Maru, Japanese steamer, 2,900 tons, Capt. Nagata, from Saigon, with a cargo of rice, P.K.K.
Indus Maru, Japanese steamer, 2,701 tons, Capt. Yano, from Moji, with a general cargo, O.S.K.
Lok Sang, British steamer, 957 tons, Capt. Jarrett, from Wuhan, with a cargo of rice, J.M. & Co.

June 4th.
Nam Hwa, Portuguese steamer, 235 tons, Capt. Costa, from Hainan, with a general cargo, Tai Fung.
Saichon, Chinese steamer, 715 tons, Capt. Forsyth, from Canton, in ballast, Kwong Hing.

June 5th.
Togo Maru, Japanese steamer, 1,477 tons, Capt. Meiji, from Keelung, with a cargo of coal, O.S.K.
Taihu Maru, British steamer, 654 tons, Capt. Hazland, from Manila, with a general cargo, B. & S.

June 6th.
Yui Ying, Chinese steamer, 930 tons, Capt. Anderson, from Dalian, with a general cargo, Carmichael & Clarke.

June 7th.
Agapenor, British steamer, 1,700 tons, Capt. Clark, from Liverpool and Singapore, with a general cargo, B. & S.

June 8th.
Ararat, British steamer, 2,431 tons, Capt. Rowe, from Moji, with a general cargo, Mackinnon, Mackenzie & Co.

June 9th.
Della, British steamer, 800 tons, Capt. Hetherington, from Shanghai, with a general cargo, P. & O.

June 10th.
E. Sang, British steamer, 1,147 tons, Capt. Pugh, from Canton, with a general cargo, J. M. & Co.

June 11th.
Idemeneus, British steamer, 4,200 tons, Capt. Gilmore, from Shanghai, with a general cargo, B. & S.

June 12th.
Kan Yung Fat, Chinese steamer, 445 tons, Capt. Norrington, from Canton, in ballast, Globe Nav. Co.

June 13th.
Shanghai, British steamer, 1,505 tons, Capt. Monahan, from Shanghai, with a general cargo, B. & S.

June 14th.
Teng, British steamer, 1,330 tons, Capt. McDonald, from Canton, with a general cargo, B. & S.

CLEARANCES

June 3rd.
Huachow, for Foochow.
Kuichow, for Yokohama.
Kuichow, for Canton.
Kuichow, for Shanghai.

June 4th.
Kuichow, for Yokohama.
Kuichow, for Canton.
Kuichow, for Shanghai.

June 5th.
Kuichow, for Yokohama.
Kuichow, for Canton.
Kuichow, for Shanghai.

June 6th.
Kuichow, for Yokohama.
Kuichow, for Canton.
Kuichow, for Shanghai.

June 7th.
Kuichow, for Yokohama.
Kuichow, for Canton.
Kuichow, for Shanghai.

June 8th.
Kuichow, for Yokohama.
Kuichow, for Canton.
Kuichow, for Shanghai.

June 9th.
Kuichow, for Yokohama.
Kuichow, for Canton.
Kuichow, for Shanghai.

June 10th.
Kuichow, for Yokohama.
Kuichow, for Canton.
Kuichow, for Shanghai.

June 11th.
Kuichow, for Yokohama.
Kuichow, for Canton.
Kuichow, for Shanghai.

June 12th.
Kuichow, for Yokohama.
Kuichow, for Canton.
Kuichow, for Shanghai.

June 13th.
Kuichow, for Yokohama.
Kuichow, for Canton.
Kuichow, for Shanghai.

June 14th.
Kuichow, for Yokohama.
Kuichow, for Canton.
Kuichow, for Shanghai.

June 15th.
Kuichow, for Yokohama.
Kuichow, for Canton.
Kuichow, for Shanghai.

June 16th.
Kuichow, for Yokohama.
Kuichow, for Canton.
Kuichow, for Shanghai.

June 17th.
Kuichow, for Yokohama.
Kuichow, for Canton.
Kuichow, for Shanghai.

June 18th.
Kuichow, for Yokohama.
Kuichow, for Canton.
Kuichow, for Shanghai.

June 19th.
Kuichow, for Yokohama.
Kuichow, for Canton.
Kuichow, for Shanghai.

June 20th.
Kuichow, for Yokohama.
Kuichow, for Canton.
Kuichow, for Shanghai.

June 21st.
Kuichow, for Yokohama.
Kuichow, for Canton.
Kuichow, for Shanghai.

June 22nd.
Kuichow, for Yokohama.
Kuichow, for Canton.
Kuichow, for Shanghai.

June 23rd.
Kuichow, for Yokohama.
Kuichow, for Canton.
Kuichow, for Shanghai.

June 24th.
Kuichow, for Yokohama.
Kuichow, for Canton.
Kuichow, for Shanghai.

June 25th.
Kuichow, for Yokohama.
Kuichow, for Canton.
Kuichow, for Shanghai.

June 26th.
Kuichow, for Yokohama.
Kuichow, for Canton.
Kuichow, for Shanghai.

SHIPPING MOVEMENTS.

The N.Y.K. *Shani Maru* (Bombay line) left Bombay for this port direct on June 2nd and is expected here on June 19th.
 The N.Y.K. *Kimi Maru* (Bombay line) left Bombay for this port direct on June 2nd and is expected here on June 20th.
 The *St. Andrew*, arrived at New York on May 27th.
 The *Phon* left Trieste for the Far East on May 30th.

FIRE ON THE "KARMALA"

A fire broke out on the P. & O. *Karmala*, yesterday morning, while she was lying alongside the Godown Co.'s wharf. The fire is supposed to have been caused by the fusing of an electric wire, and it spread to the ship's stores in the lower store-room. The Fire Brigade and Fire boats attended and put the flames out in about three-quarters of an hour. The damage was slight and the ship will be able to continue on her voyage.

VESSELS EXPECTED.

Agapenor, due June 4th.
Akita Maru (Hamburg line), from Rotterdam, due July 3rd.

Alcinous, from London, due June 4th.
Ararat, from Japan, due June 4th.

Bellerophon, due July 13th.
Bombay Maru (Bombay line), from Kobe, due June 9th.

Demodocus, due June 27th.
Delicatus, due June 18th.

Ecuador, due June 9th.
Elpenor, due June 14th.

Empress of Russia, from Vancouver, due June 24th.
Fushimi Maru, from Seattle, due June 7th.

Kitama Maru (European line), from Japan, due June 10th.
Laomedon, due June 28th.

Maitland, from Liverpool, due May 31st.
Ningpo, due July 18th.

Perseus, from San Francisco, due June 27th.
Pyrrhus, due June 28th.

Shanghai Maru (Calcutta line), from Kobe, due June 9th.
Shinryu Maru, from Calcutta, due June 19th.

Shinryu Maru, from San Francisco, due June 9th.
Stieglitz, due July 25th.

Thesus, due June 24th.
Tyndareus, from Seattle, due June 16th.

WEATHER REPORT.

June 4th, at 12.24.—No returns from Japan and Vladivostok.

Pressure has decreased slightly at Apam and moderately at Weihaiwei. It has increased slightly elsewhere. The depression near Pusan has shifted up the typhoon situated to the east of the Balling Channel moving northwards.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.74 inch. Total since January 1st, 2.55 inches against an average of 2.11 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

1-TRACT FORECAST.
 Hongkong to Cap Rock E. and N.E. or variable winds, moderate; fine.

Formosa Channel N. winds, fresh to strong.

South coast of China between the same as Hongkong and Lamook (The same as).

Southeast of China between the same as Hongkong and Hainan (The same as).

CHURCH SERVICES.

St. John's Cathedral, Hongkong, 1st Sunday after Trinity, June 6th, Holy Communion (7.50 a.m.) Children's Service (10 a.m.) Matins (11 a.m.) Responses, Ferial, Venite, Alleluia; Psalm 1 (Wesley), 3 (Hopskins), 5 (Hopskins); Te Deum, Woodward, Smart; Tenebrae, Garret; Hymns, 189, 391, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

St. Peter's Church, West Point, 1st Sunday after Trinity, June 6th, 1890. Holy Communion 8 a.m. Litany and Sung Eucharist, 11 a.m. Preacher—The Chaplain.

First Church of Christ, Scientist, MacDonnell Road, Sunday, 11.15 a.m. Wednesday, 5.30 p.m.

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UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:—

ADDRESSEE	FROM
3615	Amoy
3616	Amoy
3617	Amoy
3618	Amoy
3619	Amoy
3620	Amoy
3621	Amoy
3622	Amoy
3623	Amoy
3624	Amoy
3625	Amoy
3626	Amoy
3627	Amoy
3628	Amoy
3629	Amoy
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3637	Amoy
3638	Amoy
3639	Amoy
3640	Amoy
3641	Amoy
3642	Amoy
3643	Amoy
3644	Amoy
3645	Amoy
3646	Amoy
3647	Amoy
3648	Amoy
3649	Amoy
3650	Amoy
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3685	Amoy
3686	Amoy
3687	Amoy
3688	Amoy
3689	Amoy
3690	Amoy
3691	Amoy
3692	Amoy
3693	Amoy
3694	Amoy
3695	Amoy
3696	Amoy
3697	Amoy
3698	Amoy
3699	Amoy
3700	Amoy

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasian and China Telegraph Company's office at Hongkong:—

ADDRESSEE	FROM
3615	Amoy
3616	Amoy
3617	Amoy
3618	Amoy
3619	Amoy
3620	Amoy
3621	Amoy
3622	Amoy
3623	Amoy
3624	Amoy
3625	Amoy
3626	Amoy
3627	Amoy
3628	Amoy
3629	Amoy
3630	Amoy
3631	Amoy
3632	Amoy
3633	Amoy
3634	Amoy
3635	

AMERICAN & ORIENTAL LINEFOR HAVANA AND NEW YORK
via Panama Canal.

Subject to change without notice.

**ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.**Cargo carried on through Bills of Lading from HONGKONG to BEIRA,
DELAGO BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
[Managing Agent.]**"ELLERMAN" LINE.
(ELLERMAN & BUCKNALL S.S. CO., LTD.)**

JAPAN, CHINA AND STRAITS

TO
UNITED KINGDOM AND CONTINENT.

LONDON & HAMBURG "RATHLAMBA" Second half July.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to
the undersigned.

or to REISS & Co., CANTON.

THE BANK LINE, LTD.
General Agents.**C. N. C.****CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SHANGHAI and TSINGTAO	TEAN	On 5th June, 4 P.M.
WUPEI, CHANGSHU & TIENTSIN	HUICHOW	On 6th June, 3 P.M.
AMOI, SHANGHAI & PUKOW	SHANTUNG	On 8th June, 10 A.M.
SWATOW & BANGKOK	CHENGTOU	On 8th June, 11 A.M.
MANILA	NINGPO	On 8th June, 4 P.M.
SHANGHAI	SINEAN	On 10th June, Noon.
SHANGHAI & TSINGTAO	YINGCHOW	On 14th June, 4 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO.
Excellent Saloon accommodation. Ample ships. Electric Light and Fans in Saloons and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Agents.

TELEPHONE 36.

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast, High Class Coast Steamers having good
accommodation for First-Class Passenger Electric Light and Fans in staterooms
and Saloons and Excellent cuisine.

FOR

**SWATOW, AMOY AND FOOCHEW
AND RETURN.**

(Occupying 2 to 10 Days).

"HAIHONG"	Capt. W. C. Passmore	TUESDAY, 8th June, at 2 P.M.
"HAIHING"	Capt. A. H. Stewart	FRIDAY, 11th June, at 3 P.M.
"HAILONG"	Capt. J. S. Thomson	TUESDAY, 15th June, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blakes Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.**NEW YORK DIRECT.**

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"DEUCALION" ... via Suez ... 5th July.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
REISS & CO., CANTON.**P. & O. - BRITISH INDIA.****APCAR AND EASTERN &
AUSTRALIAN LINES**

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN G.

WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,

AUSTRALASIA INCLUDING NEW ZEALAND & QUEEN-

LAND PORTS, RED SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

	Tons	From Hongkong (about)	Destination
"DELTA"	8,000	5th June Noon.	Marseilles, London & Antwerp.
"NELORE"	7,000	18th June	Marseilles, London & Antwerp.
"KARMA"	8,000	27th June	Do.
"DEVANHA"	8,100	17th July.	Do.

BRITISH INDIA-APCAR SAILINGS (South)

"ARRATOON APCAR" 4,800 7th June 1 P.M. Suez, Singapore & Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

	Tons	From Hongkong (about)	Destination
"ST. ALBANS"	4,500	21st July.	For Melbourne, via Sandakan
"EASTERN"	4,000	13th Aug.	Thursday Island, Cairns Towns-
			vile, Brisbane & Sydney.

SAILINGS TO SHANGHAI & JAPAN

"KILDONAN CASTLE"	9,700	5th June 3 P.M.	Shanghai Only
"DEVANHA"	8,100	19th June	Shanghai & Japan.
"DILWARA"	5,400	21st June	Shanghai Only.

CALLS AT ANTWERP

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS

Tickets Interchangeable.
1st Saloon Passengers may travel by R.M.S. Company's steamers between
Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O.
Tickets Singapore to Calcutta.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 5ft. x 5ft. x 7ft. will be received at the Company's
Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents or
advices.

Any damaged packages must be left in the Godowns for examination by the
Comptroller, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M.
on MONDAYS and THURSDAYS. All Claims must be presented within ten days
of the Steamer's arrival here, after which date they cannot be recognized. No Claims
will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
Agents.

22, Des Vaux Road Central, HONGKONG.

**TRANS-PACIFIC SERVICE**

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe)

"CROSSEYS"	...	About June 15th.
"ICONIUM"	...	About June 22nd.
"WHEATLAND MONTANA"	...	About July 12th.

For PORTLAND direct.

(Calling at Shanghai and Kobe)

"MONTAGUE"	...	About June 15th.
"WABAY"	...	About June 22nd.
"ABERDEEN"	...	About July 10th.

Through Bills of Lading issued to Overland Common points.

For Freight and Particulars apply to

THE ADMIRAL LINE.

TELEPHONE 2477 & 2478.

Fifth Floor, ROYAL MANSON.

**TOYO KISEN KAISHA.
SAN FRANCISCO LINE.**

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong!
SIBERIA MARU	20,000	June 13th (from Yokohama)
SHINYO MARU	22,000	June 17th.
PERSIA MARU	9,000	July 5th.
KOREA MARU	20,000	July 14th.

* Calling at Keelung

SOUTH AMERICAN LINE.HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO,
SAN PEDRO, SALINO CRUZ, BALBOA, ALLAO, ARICAAND IQUIQUE
THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
KIYO MARU	17,300	July 12th.
ANYO MARU	18,500	Sept. 2nd
SEIYO MARU	14,000	Nov. 9th

Tickets are interchangeable with the Canadian Pacific Ocean Services.

Passengers may travel by Rail between Ports of Call in Japan free of charge

For all information as to rates, freight space, sailings, etc., apply to—
Y. TSUTSUMI, Manager,
King's Building

Telephone 2374 and 2375.

MESSAGERIES MARITIMES.**FRENCH MAIL LINES.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

DESTINATION STEAMER & DISPLACEMENT SAILING DATE.

SHANGHAI, KORE & "AMAZONE" ... 10,000 ... On or about

YOKOHAMA

SHANGHAI (Only) "MARBELLES" ... 10,000 ... On or about 28th June

SAIGON, SINGAPORE, COLOMBO, "PORTHOS" ... 20,000 ... On or about 28th June

PORT SAUD, SUZ, "PORT SAUD" ... 20,000 ... On or about 28th June

CARGO BOAT FOR PORT

SAID, HAYRE AN "LIEUTENANT-DE-LA-TOUR" ... On or About 19th June.

TWENTY and LONDON

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER,Agent, Agent,
Queen's Building.

Telephone 740.

O. S. K.**OSAKA SHOSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG

Monthly direct service via Singapore and Port Said.

"HAYRE MARU" (Call Marseilles) Wednesday, 16th June

"HIMALAYA MARU" Sunday, 11th July.

**BUENOS AIRES, RIO DE JANEIRO, SANTOS,
MAURITIUS, DURBAN and CAPE TOWN via
SINGAPORE.**

"SEATTLE MARU" ... Sunday, 4th July.

"MEXICO MARU" ... Beginning of August.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"GANGES MARU" ... Tuesday, 29th June

"SAIGON MARU" ... End of June.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service.

"SEISEN MARU" ... Wednesday, 9th July.

**SYDNEY & MELBOURNE—Monthly service taking cargo to New
Zealand and Pacific Islands.**

"MITSUKI MARU" ... Friday, 14th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMARegular fortnightly services touching at intermediate ports in Japan and
taking cargo to OVERLAND PORTS U.S. in connection with Chicago

Milwaukee and St. Paul Railway

"CHICAGO MARU" (call at Manila) ... Tuesday, 8th June

"ARABIA MARU" ... Tuesday, 28th June

**NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama
and Cuban Ports.**

"AMAZON MARU" ... Saturday, 28th June.

JAPAN PORTS—Mojil, Kobe, Yokohama & Yokohama.

"KOSOKU MARU" ... Sunday, 20th June.

**KEELUNG via SWATOW & AMOY—These steamers
have excellent accommodation for 1st and 2nd class saloon passengers and will
arrive and depart from the O.S.K. wharf near the Harbor Office.**

"AMAKURA MARU" ... Sunday, 6th June.

TAKAO via SWATOW & AMOY.

"SHISEN MARU" ... Monday, 14th June.

"BOSHI MARU" ... Thursday, 17th June.

* For Takao (direct)

For sailing dates and further particulars please apply to—

Y. YASUDA,

Manager,
No. 1, Queen's Building.

Tel. No. 744 & 745.

**LOS ANGELES PACIFIC NAVIGATION COMPANY
TRANS-PACIFIC FREIGHT SERVICE.**

HONGKONG

TO

LOS ANGELES, CALIFORNIA, U.S.A.

Due Towards	ABOUT	SAILING	ABOUT
S.S. WEST HIXTON	June 15th.	S.S. WEST HIXTON	June 17th.
S.S. WEST MONTOP	July 10th.	S.S. WEST MONTOP	July 12th.
S.S. WEST HIKI	Aug. 10th.	S.S. WEST HIKI	Aug. 12th.

Through Bills of Lading to all U.S. and Canadian Overland Points no Transshipment on foot

Shipments connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

Head Office—Los Angeles, Calif. Hongkong Office—Prince Building, Chater St.

Branch Office—Kobe, Shanghai. Tel. No. 1092

Maula, Singapore. CHAS. E. RICHARDSON
General Agent for South China

